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[a] 1383

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Only communications relating to the
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Correspondents must forward their
names and addresses with communica-
tions addressed to the Editor, not for
publication but as evidence of good faith.
All letters for publication should be
written on one side of paper only.

HONGKONG OFFICE: 10A, DES VOGES ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 12TH, 1912.

In these days of alliances, ententes, and understandings between nations reflecting a community of interests more or less permanent, it is instructive to observe how the New World is following the example of Europe, and how the associations of nations which are being formed in Europe are, if not actually finding their counterpart in the two Americas, at least suggesting that the time when nations were content to stand alone has passed. Until to-day the United States was practically the dominant factor in the life of the peoples of North and South America. The Colossus of the North, as it has been termed, filled the picture. When it enunciated the Monroe Doctrine the United States practically took the whole of the southern continent under its protection, and played the part of mentor to the numerous republics which have been established South of its borders. When these republics were struggling for existence and for recognition it was no doubt comforting to them to know that the great Power in the northern continent was ready to afford them protection against aggression from the Old World, but these republics are no longer in their pining infancy and have acquired a dignity which comes of years, and they are no longer content to accept the relationship of small brothers. The United States may be a larger brother and an elder brother, but as republicanism is supposed to connote liberty and equality as well as fraternity, the more important of the South American republics are inclined to accentuate the element of liberty and equality. Moreover, the South American republics now feel absolutely secure from Old World aggression, and consequently they feel that the protection of the United States is not only unnecessary but represents an attitude which is no longer the

correct one to adopt to countries which have achieved the importance and position of, say, Brazil, Argentina and Chile. These nations feel that they have grown, and that they are capable not only of safeguarding their own interests but the interests also of Latin America. A new Triple is the objective of the South American diplomats, and many well-informed people in the New World believe that despite serious obstacles and frequent set-backs an entente will be consummated between Brazil, Argentina and Chile. An understanding is being established whereby, instead of struggling to achieve South American supremacy, they will be induced to consolidate their relations and interests. They will go on arming, but not against each other. The defence of the Latin patrimony is their rallying point. There is no need to ask against whom they are rallying. They have now no fear of aggression from the Old World, and there can only be one Power against whom they are arming, and that Power is the United States. Latin America is being aroused to a sense of its unity. Its people have a common origin, their language is common, their institutions, ideals and aspirations are common, the various nations are a community of republics, and having so much in common it is only to be expected that they should be drawn together to safeguard common interests. So far only three countries are mentioned as moving towards a mutual understanding, Argentina, Brazil and Chile—the A.B.C. of South America—but there is no reason why Peru, which appropriates Chile in population and importance, should not reveal a larger patriotism than mere love of country and become one of the defenders of Latin America. In like manner the smaller republics might be expected in time to identify themselves with the movement initiated by the giants of the southern continent. The prospect of a United South America is not one likely to be regarded as a menace to the peace of the world. The only danger is that friction may arise between the United States and the South over some aspect of American, or perhaps we should say Pan-American policy. Not so readily will the States of Southern America accept advice or dictation from Washington, and it is only fair to believe that the American Government will, to use an Americanism, "sense" the feelings animating the Latin republics, and that it will endeavour to maintain the most friendly relations with its neighbours in the new world. A prominent American citizen has gone so far as to advocate that the Monroe Doctrine be supplanted by the Pan-American idea: in other words, to make allies, not enemies, of the Latin republics. He said that to build the Panama Canal and not make allies of the Latin Americans was rank waste, but to build it and to make enemies of them was downright folly. It may be doubted if the Pan-American ideal is ever likely to be realised, but an alliance of three of the great States of South America, foreshadowed above, would be an important step in that direction.

The Russian cruiser *Askold* arrived in port yesterday from Shanghai.

H.E. the Governor has given permission for two hen and four cock pheasants, the gift of Mr. Ross, an overseer in the service of the Water Authority, to be placed in the aviaries of the Botanic Gardens.

A roulette wheel seized at the Belmont Club, Shanghai, in August, has been found to have had an electrical device, whereby it could be manipulated. An exposé of the swindle is published in the *Shanghai Municipal Gazette*.

A young soldier belonging to the Duke of Cornwall Light Infantry has lost his life by drowning at Kowloon. How he fell into the water is not known. It is a sad coincidence that the deceased's two brothers were drowned in a submarine.

Engineer Commander John W. Figgins, serving with H.M.S. *Newcastle*, China Squadron, has been reappointed to that ship on her recommission for further service in China waters. He was originally appointed to the *Newcastle* in May, 1909, and has, therefore, been longer in that ship than any other officer.

Another splendid development investment in the Philippines, says the *Manila Times*, is promised in the recently organized and incorporated American Philippine Company. Composed of a group of well-known business men and bankers of New York, Chicago, St. Louis, Kansas City, Detroit, Cincinnati, Indianapolis, Minneapolis and other cities it proposes to interest itself in the development of the products of the Philippines. It has a capital stock of 10,000,000 pesos, fully subscribed and its members are capable of furnishing any further capital that may be needed.

SUPREME COURT.

Wednesday, 11th December.

IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR THE CHIEF JUSTICE (MR. W. REES DAVIES, K.C.), WITH COMMANDER BECKWITH AS ASSESSOR.

STEAMER AND JUNK IN COLLISION.

The hearing of the action was continued in which Yuang Hing Hi, of 78, Main Street, Aberdeen, owner of the fishing junk *Pook Koon Lee*, claimed a sum amounting to \$4,000 from the owners of the s.s. *Loongang* for damages occasioned by a collision which took place off Waglan Lighthouse on the 21st May, 1912. There was a cross-action by the Indo-China Steamship Company, owners of the s.s. *Loongang*, against the owner of the junk for \$350, for damage occasioned by collision.

Mr. Eldon Potter, instructed by Mr. F. X. d'Almada e Castro, appeared for plaintiff, and Mr. M. Slade, K.C., instructed by Mr. Davidson, of Messrs. Hastings & Hastings, represented the defendants.

A Chinese member of the crew of the junk (the second witness) detailed the events which led up to the collision. When it was seen that a collision was inevitable, witness was told to wake the folks and the women and children. The folks beat gongs and the women called out "save life." The steamer struck the junk amidships. When witness came on watch the lights on the junk were proper.

Mr. Slade said he did not propose to address the court on the case that day. He pointed out that it was remarkable that the preliminary facts of the two parties which had been filed agreed very closely on a number of important points.

The second officer of the *Loongang* said the accident occurred at 3.15 a.m. during his watch. The *Loongang* was travelling at between nine and ten knots and was carrying the usual lights. The first he saw of the junk was her foremast and mainmast and sails right ahead of the ship, slightly on the port side, through his glasses, when a flash of lightning occurred. The junk was showing no lights, and was crossing the *Loongang's* bows from starboard to port. The steamer's stem struck the junk just abaft the mainmast on the port side. Witness lowered a boat and boarding the junk took off four children, three women and two men.

A CUSTOMS CRUISER FOR THE PHILIPPINES.

We learn that a contract has been made between the Bureau of Customs, Manila, P.I., and the Taikoo Dockyard and Engineering Co., of Hongkong, Ltd., to build a fast Customs cruiser for service among the Islands.

The vessel will have a yacht-like appearance, being designed with a cut-water stem, handsome stern, and two raking pole masts. Two large boilers will be installed, supplying steam to powerful single-screw machinery, and it is expected that a speed of 16 knots will be attained. All the most modern auxiliaries will be fitted, including steam windlass, steam boat warping capstan, steam steering gear, refrigerating plant, electric light and search-lights, and wireless telegraphy, and she will also be equipped with quick-firing guns forward and aft. There will also be provided two high-speed motor launches. Ample accommodation will be provided for officers and men, and handsome quarters are also provided for executive officers.

The building of the vessel is being rapidly proceeded with, and her completion should be looked forward to with interest.

THE NEW GERMAN ADMIRAL.

Admiral Count Snye has arrived in the East to succeed Admiral von Krosigk, as Commander-in-Chief of the German Squadron. Admiral von Krosigk was a passenger homeward on the German mail steamer this week. He will probably take up a command at home.

AN IDEAL HUSBAND.

Elaborate preparations undertaken entirely by Messrs. Crawford & Co. have been made to secure as striking a "mise en scene" as possible for Oscar Wilde's great play. The scenery of Act 1 is particularly noticeable. It represents a very imposing vestibule winter garden with massive pillars and arches treated almost entirely in black. The effect produced is, at once simple and beautiful, and in keeping with the spirit which actuated the pioneer of the Aesthetic movement. All the furniture used in this act has been specially made for it and will be on sale after the last production. Attention is called to the fact that it is particularly suitable for local use. With the exception of the handsomely carved William and Mary chairs used in Act 3 which have already been privately disposed of, the rest of the furniture used in the play will also be on sale. Messrs. Wm. Jack & Co. have provided handsome fittings and control the lighting arrangements.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE P. & O. COMPANY MEETING.

RUMOURS OF COMBINATION DENIED.

LONDON, December 11th.

Sir Thomas Sutherland, presiding at the meeting of the P. & O. Company, characterised as "ingenious fiction" the rumours regarding the sale of the business to a combine, or the Company's purchase of other shipping interests with the same object. He mentioned approaching negotiations for a new mail contract. The Company earned during the year a cash profit of £750,000. The net freight receipts had increased by £109,000. The passengers' receipts showed a contemptible increase of 3,198. Sir Thomas also mentioned that there will be an issue of new capital.

UNITED STATES AND CHINA.

FORMAL RECOGNITION OF THE REPUBLIC PROBABLE.

LONDON, December 11th.

A letter from the Secretary of State for the United States (Mr. P. C. Knox) to the Provincial Chamber of Commerce, indicates that the Chinese Republic will probably be formally recognised by the United States after the elections in January, when China will place her new Government on a firm footing.

[Which provincial chamber is not stated in the message.]

GERMAN REINFORCEMENTS FOR CHINA.

LONDON, December 11th.

Herr Zimmermann, the German Under-Secretary for Foreign Affairs, made a statement before the Budget Committee of the Reichstag concerning the necessity for reinforcing the troops in the Far East. He said that though a trustworthy man was at the head of the Chinese Government fresh disorders were still possible. Other Powers were more strongly represented in China than Germany, which must protect her own interests, and it could but be desirable for China that a Power like Germany, upholding the integrity of China and the open door, should be in a position to assist China in the protection of German interests in places where they existed.

BRITAIN AND THE TIBETAN QUESTION.

LONDON, December 11th.

Replying to Mr. J. King, in the House of Commons, Sir Edward Grey said that China had not yet replied to Sir J. Jordan's memorandum on the subject of Tibet. The whole subject was under consideration, and would remain so until a settlement was reached.

BATTLESHIP AND COLLIER COLLIDE.

LONDON, December 11th.

A wireless message reports that the battleship *Centurion*, while undergoing steam trials in the Channel, collided with an unknown steamer. The latter sank. The *Centurion's* bows were damaged, and she is returning to Devonport.

LATER.

The vessel with which the *Centurion* collided in Plymouth Sound was a small and unknown collier, which disappeared in the darkness, a search for her being fruitless. The collision took place at 6.50 this morning in thick weather. The *Centurion* was making 15 knots, and it is stated that her anchors were driven through her bows, other damage also being sustained. No one on the *Centurion* was injured.

THE INDIAN VICEROYALTY.

LONDON, December 11th.

The report that the Viceroy of India (Lord Hardinge) is taking up an appointment in England in 1913 is authoritatively denied.

SUFFRAGETTES' NEW MANŒUVRE.

LONDON, December 11th.

The Suffragettes have adopted new tactics. They gave false alarms of fire in London yesterday evening. One arrest was effected.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BRITISH RAILWAY STRIKE.

TRAFFIC CONGESTED AND INDUSTRIES CRIPPLED.

LONDON, December 11th.

The fight of which the dismissed engine-driver Knox is the central figure waxes more furious every hour. The magistrates have made a statement to the effect that there is not the slightest doubt that Knox was drunk. The railwaymen, on the other hand, declare that they are prepared to produce credible evidence of sobriety. They have issued a manifesto repudiating the idea that they support a drunkard, and say they are prepared to submit the case to an impartial tribunal.

Meanwhile 6,000 men are out, and the congestion is increasing. No fewer than 80 ships are held up in the Tyne alone, and furnaces and other industries are closing down.

LATER.

Ten thousand men are idle on the North-Eastern Railway, and there are some fears that men on other railways are preparing to strike, as they are citing various grievances.

In the House of Commons, Mr. McKenna said that the Government were considering the application by Knox for a reconsideration of the magistrates' decision.

The Mayor of Newcastle is mediating in the railway dispute.

There were some accessions to the strikers' ranks yesterday, the men chiefly belonging to the Northern section, but the men at Leeds, Darlington, and York have not yet joined. The prospects of a settlement are brighter.

Seventy per cent. of the blast furnaces are already diminishing their work, and several collieries are closed.

At a meeting at Gateshead it was resolved to appeal to the Executives of the Unions for a general strike, and to demand the removal of the locomotive superintendent.

The Company have taken out many summonses against men for quitting work without notice.

THE HOME RULE BILL.

HOUSE ADJOURNS.

LONDON, December 11th.

The House of Commons passed Clause 37 of the Home Rule Bill, safeguarding the pay, pensions, and terms of service of the Constabulary, without a division. Clauses 38 to 41, inclusive, were also passed by majorities exceeding 120.

Debating Clause 42 of the Bill, Sir Rufus Isaacs moved to delete the provision that the Irish Parliament should meet in September, 1913, and substitute "that they meet eight months after the passage of the Bill."

The House adjourned.

THE NEW WIRELESS REGULATIONS.

LONDON, December 11th.

Captain Shepherd, of the str. *Winifreda*, has been arrested on a charge of omitting to arrange efficient communication between the bridge and the wireless operators.

THE CROWN JEWEL MYSTERY.

LONDON, December 11th.

The Lord-Lieutenant declares that nothing is known in Dublin as to the replacing of the jewels.

PROPOSED BOY SCOUTS' EXHIBITION.

LONDON, December 11th.

General Sir Robert Baden-Powell announces that it is proposed to hold an exhibition by the Boy Scouts of the Empire in July. Prince Arthur of Connaught would be asked to review them at Birmingham.

SERIOUS ACCIDENT TO MR. CHAPLIN.

LONDON, December 11th.

The Right Hon. Henry Chaplin, M.P., whilst hunting with the Anytchley Hounds, was thrown at a fence and fractured two ribs.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

AUSTRIA-HUNGARY RAISING LOANS.

The Austrian and Hungarian Governments have each placed \$25,000,000 Biennial Treasury Bonds with a Syndicate in which American bankers participate. It is announced in New York that the Americans have refused to join the Syndicate until they are assured that the money will not be used for military purposes, and that peace on the Continent is certain.

AMBASSADORS' CONFERENCE.

LONDON, December 11th.

In the House of Commons Sir Edward Grey announced that the Powers cordially approved of the suggestion that the Ambassadors in one of the capitals of Europe should engage in informal and non-committal consultations in order to facilitate the exchange of views of the Powers. There would not be a conference, and he could give no details at present.

THE CANADIAN NAVAL CONTRIBUTION.

LONDON, December 11th.

In the House of Commons on Tuesday Mr. Bonar Law asked when an opportunity would be given the House to express its appreciation of the contribution of the Dominions to the Navy.

Mr. Asquith replied that the Government recognised the desire and the duty of the House to give formal authoritative expression to the feeling of warm appreciation (cheers) and heartfelt gratitude (cheers) which had been aroused in the Mother Country by the splendid patriotism and liberality of their fellow-citizens and fellow-subjects overseas in the Dominions. He thought, however, that it was proper and only respectful to defer action till Mr. Borden's proposal had been considered and discussed by the Canadian Parliament. (Cheers.)

Mr. Bonar Law concurred. He was sure that the Colonies would appreciate Mr. Asquith's statement.

Mr. Keir Hardie asked Mr. Asquith to ascertain how far Canadian labour organisations had agreed to the offer.

Mr. Asquith said that that was a matter entirely for the Canadian Parliament. (Loud cheers.)

[FROM THE "MANILA TIMES"]

THE PRESIDENCY OF THE UNITED STATES.

WASHINGTON, December 2nd.

Legislation changing the tenure of the President and providing pensions for retired presidents and their widows was offered in the House to representatives to-day and there seems to be a good prospect that it will be enacted. One bill provides that the term of the President shall be increased from four to six years and limits all to one term. The recent campaign helped to make sentiment for this proposal and President Taft is said to be ready to approve such a measure if it is presented to him.

The other bill provides that liberal pensions shall be paid to retired presidents and to their widows. This project has been discussed for some time, but the offer of the Carnegie foundation to provide the money has excited much criticism and resentment and largely increased the chances of passing the measure. Opinions vary as to whether the retired presidents should continue to have any part in the Government.

PRESIDENT TAFT'S WARNING TO THE POWERS.

WASHINGTON, December 3rd.

A warning to foreign Powers not to discriminate against the products and trade of the United States was sounded in the message sent to Congress to-day by President Taft. Ever since the enactment of the Panama canal bill fixing the tolls to be charged it has been suggested that the European powers retaliate by legislating against American products and the message of the President is the answer to that threat.

The President appeals to the members of Congress to hold national policies above partisanship and to labour to maintain open markets abroad for American goods and trade. Foreign Powers are warned that discrimination against the United States will be met by discrimination against them.

To-day's message was preliminary to several others on domestic topics and on the subject of general relations abroad declared that everything was satisfactory and encouraging.

THE NEUTRALISATION OF THE PHILIPPINES.

WASHINGTON, December 3rd.

Representative George Burgess, of Texas, to-day introduced a joint resolution of Congress dealing with the proposed neutralisation of the Philippines. The resolution authorizes the President to consider with the Powers the question of a treaty which will guarantee the neutrality of the Philippines for the protection of an independent government when one is formed in them. The resolution was referred to the committee on foreign relations.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

December 10th.

SHONEST OFFICIALS.

One of the great things expected by the common people from the revolution was the doing away with all the dishonest officials whose main plan and purpose in life was to squeeze as much money as they could out of their subjects. However, the Revolution has not changed the nature of the different officials, and just at present indignation is running high at the actions of several of those in authority throughout the province. The idea of a number of these new officials seems to be to make as much money as they can in as short a time as possible, for they never know when they might be superseded. Not long ago one of the chief officers under the Pun U Magistrate was shot for extorting money from the people wholesale, and just lately the Magistrate himself has been dismissed for connivance at this and other similar cases. Last week the chief official in the Lung Moon district was dismissed and taken to Canton to be tried for throwing innocent people into prison and then demanding large sums for their release. Now news comes from the Sheung Shan district stating that the officer in charge of the Court of Justice has been arrested and brought to Canton for misconduct. He has never got on with the people and continual trouble has resulted from his appointment and many people have come to Canton to testify against him. It is significant that on leaving his place of abode he could not get a chair coolie in the whole place to carry him. These disclosures show that the change of Government has not made much difference in the country districts; that the people are not any better off in the way of impositions and justice; and that China has still many enemies among her so-called officials and officers. However, the wholesale way in which the Government at Canton is dealing with these culprits shows that they realise the great amount of danger these dishonest officials are to the peace of the country.

NEW SALT COMMISSIONER.

It is reported that an officer called Lam Ping Cheung has been appointed Salt Commissioner in this province and has left Peking for Canton to take up the appointment. There is plenty of work to be done in this line around Canton and a great deal of smuggling will have to be put down. Yesterday, the Chinese gunboat *Chan Tung*, while cruising in the Sam Shu district, saw a junk behaving in a suspicious manner and on signalling it to stop it tried to make off at full speed. Soon, however, it was stopped, and on a search party going on board no less than 200,000 catties of salt and five guns were found on board to be smuggled into the villages. The junk was brought back to Canton and the officer in charge of the Salt Department informed of the matter.

ANOTHER FIRE IN CANTON.

About noon yesterday, a fire broke out in a shop in Hing Shou Lane in the Western Suburbs. It is a very bad spot for a conflagration but luckily there was no wind and the fire brigade managed to confine the blaze to the one building.

INCREASING THE FIRE BRIGADE.

A movement has been on foot since the great fire to greatly increase the number of fire brigades in the Western Suburbs and to procure some modern engines. Citizens have been asked to volunteer for service in the different companies and a good response is being made. At the present time of the year fires are usually numerous and these steps are being taken none too soon. What the authorities ought to get to is one or two modern steamers to attack fires from the river. Had they had some of these at the big fire a month ago a great deal of property might have been saved. Still it is good to see improvements of any kind in this respect, and a larger fire brigade will be of immense benefit to a place like Canton.

AN EDUCATIONAL GATHERING.

A large meeting of all the teachers in Canton is to be held on the 31st inst. and the 2nd and 3rd prox. to confer on educational matters and see what can be done towards improving the condition of the schools in the City. The new Educational Commissioner is very enthusiastic about increasing the number of schools and endeavouring to compel parents to send their children to school. That day however, is a long way off; still this conference ought to help to keep the different schools in touch with one another.

ROBBERY IN CHAN CHUEN.

A few days ago some rice merchants were making their way to Chan Chuen to buy rice and were in possession of about \$1,000 in money between them. This got the ears of a notorious robber in the district, who with three of his men waylaid the merchants and at the point of the pistol robbed them of all they had and made off safely, despite the fact that the soldiers were on their tracks in no time.

SHAMEEN MUNICIPAL COUNCIL.

The minutes of ordinary meeting of the Council held 9th inst. are as follows:—
Present: Messrs. T. E. Griffith (Chairman), L. H. Gilman, O. V. Lanning, R. C. Martin and the Secretary (Mr. R. T. Mathieson.)
The minutes of the last meeting were read and confirmed.

POLICE.

Mr. Alison's term of probation having expired it was decided to offer him the position of superintendent on a five year contract.

The Chairman reported that only a number of minor cases had been dealt with during the interval.

HEALTH.

The Medical Officer reports one case of diphtheria and 9 cases of dysentery during the past month. Since the recent rainfall a general improvement in the health of the community is noticeable.

DEFENCE CORPS.

Quartermaster Sergeant Sutton's report on Camp attendance at Lowu was submitted and it was decided to refund half railway fares to all having attended three or more. The Camp is now closed for the season. A general alarm was held on the night of 8th inst., on which the S.N.O. Commander Mackenzie, R.N., had favourably commented. The Commandant, Mr. Griffith, intimated that thanks are due to Messrs. Maze, Ahrendt, Shields, Scrymgeour, Bohusiewicz and Cameron, who had each kindly presented cups as prizes for shooting, distribution of which will shortly be notified.

SHAMEEN WATER WORKS.

The work of excavation is progressing satisfactorily and part of the plant for the jetty, etc., has arrived, the filter and tower plant being due during the next 3/4 weeks. A letter had been written to Messrs. Griffith and Bent, owners of lot 58, asking permission to lay the suction main through this property, by which the route to the river would be considerably shortened, which permission has been conditionally granted.

SWIMMING BATH CLUB.

Correspondence between the Club Committee and Council was submitted by the Chairman. The wording of the lease from the Council to the Swimming Bath Club is found to be vague as to the Council having the right to make use of part of the land for the Water Works. H.M.'s Consul General had given opinion on the matter and the Chairman was authorized to settle the matter on an amicable basis with the Swimming Bath Club, both sides apparently admitting the original intention of the lease of the land from the Government to serve as now intended.

RIVER FRONTAGE.

The Chairman submitted correspondence between the Commissioner of Customs and the Council, in which the siting up of the bund frontage was dealt with. The matter of bund extension is under consideration and copies of the correspondence have been forwarded to H.M.'s Consul General for transmission to the Government Authorities. The siting up of the river to the south-west of the concession has been going on for years and has now assumed dimensions which constitute a serious impediment to traffic, as also a menace to the health of the community, owing to the miasma emanating from the foul mud-bank formed in close proximity to the limits of the concession.

THE MAGISTRACY.

Mr. Melbourne passed sentence of six months' hard labour on a Chinese for returning from banishment.

For being in illegal possession of arms and ammunition a Chinese was fined \$100, or six weeks' hard labour in default.

Charged with assaulting a Chinese constable and obstructing him whilst in the discharge of his duties, a Chinese was sentenced to two months' imprisonment and four hours' in the stocks.

Nine Chinese were brought before Mr. Melbourne yesterday, charged with gambling. One charged with keeping the house for gambling purposes was represented by Mr. Otto Kong Sing, and he was discharged. One man did not appear, and \$5 bail was ordered to be estrated. The other defendants were fined \$2 each.

A Chinese constable had arrested a man for hawking without a licence when another man came up and knocked the constable down. Both appeared before Mr. Hazland yesterday. The first man was fined \$3 and the second defendant, for assaulting and obstructing the constable, was sent to prison for two months' and four hours' stocks. He was sentenced to a further 14 days for damaging the constable's uniform.

LOCAL FOOTBALL.

The Hongkong A.F.C. will be opposed by H.M.S. *Minotaur* (A.) on the Club ground at 4.15 p.m. to-day. The following will represent the Club:—H. P. Buckingham, A. Hamilton and A. Mackenzie, D. Campbell, R. F. Long, and H. C. Van Welzen, H. B. Henderson, W. A. Wilson, H. S. Jones, H. V. Pennell, and W. B. Rigden.

THE DIARY OF LI HUNG-CHANG.

ENGLAND AND THE ENGLISH.

VISIT TO MR. GLADSTONE.

During the first four days in England, Li Hung Chang's time was so fully occupied—as he himself puts it, "so busy with small things and great small people and famous"—that he had no time for his memoirs. Then he writes:

AT HAWARDEN.

Hawarden, eleventh day of the peaceful jade Emperor.

Only here, in the home of the greatest living Englishman, have I found real rest since leaving the boat at Dover. Here I have enjoyed for a day such a rest as I have not known since bidding good-bye to China; for it is a pleasurable rest to see and know this "Grand Old Man." It is delightful to learn his thoughts and to see things of this world as he sees them.

It is the highest prize of public service to be able to retire to such a home life as his, amid the respect of the world and the love and admiration of his countrymen. If I could be any other person than Li Hung Chang I would want to be William Ewart Gladstone, the Grand Old Man of England. And I would like best of all women, even now before the Tsaritsa, one of Fournier's lovely daughters.

Mr. Gladstone met me at the handsome green-covered station upon my arrival. A great crowd of his country people were there, and hats were raised and handkerchiefs fluttered while our party descended from the train. Then there was long and hearty applause as we shook hands, both of us bareheaded. I do not know when before in public I was seen without a head covering.

MR. GLADSTONE'S WELCOME.

Mr. Gladstone—he is only "mister," for he has refused the highest titles the British Queen could bestow—was much stronger in appearance than I had expected to find him; yet, when we were close together and sat face to face, I could see that he was an old man; much older in his face than I, although there are but nine years' difference, I believe, in our ages.

At once he apologised for not having come to London to meet me. But he said that if he had made the trip he would have very likely been ill for a week or two. He had sent a telegram to me at Windsor Castle to this same effect two days before, and so I had determined to visit him at Hawarden, even at the expense of offending a number of the entertainment committee and several members of the House of Lords who had given me strong invitations to visit their homes.

The Viceroy on a later date gives a list of the different personages in England who he thought might be offended because he had chosen to go "of his own will" to visit Gladstone at Hawarden and neglected to accept the many other urgent invitations to prominent houses. He asks:

What had these other people to offer me? Bread and wine and musical entertainments? I had never heard of them, any of them, and what would I be spending my time with them for? The Queen, Her Majesty Victoria of England and Ireland, her son who will be King if he lives, Mr. Gladstone, Mr. Morley, Lord Tennyson and the Houses of Parliament—those were what interested me in England, and the ships.

HOME RULE AND TREE-FELLING.

Continuing his narrative at Hawarden he says:—

Mr. Gladstone and myself, accompanied only by Leh and Bruce (interpreters and secretaries), took a long stroll over his estate and talked of many matters removed from State affairs. I was surprised how well he knew my life, and he expressed the same feeling when I told him that which I knew regarding himself. He spoke about the Queen, about Indian affairs, and of Home Rule for Ireland; and I was certain that he hoped to see that unhappy country governed better before he died.

"They have given their best to England," he said, "and in return have been given only England's worst."

He pointed out some tree stumps to me, and said that in eight years he had kept his health good and muscles strong by this chopping exercise. It amused me very much and I told him I would like to see him strike a blow, so he took up the instrument for cutting—and made several great dents in one of the trees. Then he turned to me and said:—

"Lord Li, did you ever cut down a tree?"

I told him I had many a time when I was a boy, but that like many other boyish habits I had outgrown this one



The fact that some of your teeth are decayed although you have always cleaned them is a proof that the preparations which you have used do not preserve the teeth. Use Odol! Being a liquid preparation it reaches all parts of the oral cavity, and being an antiseptic it arrests the action of the bacteria which attack the teeth.

[1399-2]

HAMBURG LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

HAMBURG, November 13th.
THE NEW U.S. PRESIDENT AND TRADE PROSPECTS.

It is expected that the election of Dr. Woodrow Wilson as President of the United States will give a fresh impetus to trade, and to judge by the course of the various markets during the past week these anticipations seem likely to be realized, although its effect on the stock exchange has been to some extent counteracted by the political news from Europe. A reduction in the American import duties would be welcomed by all countries, more especially by the textile industries of Germany, which have suffered, more perhaps than any others, by the heavy rates imposed by the McKinley tariff. There appears to be at the same time some hope of the Panama canal difficulty being settled amicably. Mr. Wilson, it is reported, being disposed to submit the matter to arbitration at The Hague. Herr Ballin's visit to the States during the election was, it is believed, undertaken for the purpose of studying the trend of ideas on the subject with a view to the organisation of a future extension of the services of the Hamburg American Line in that direction. For the present, it is intended to run the steamers plying to the Far East to the west coast of America to such ports as San Francisco, Vancouver and Seattle, whilst the Kosmos Line of which Herr Ballin is also a director contemplates opening a regular service to the Sandwich Islands. All the principal steamship companies of this port have placed large orders for fresh tonnage with the various shipbuilding yards in Hamburg and elsewhere, a sure sign that they believe in a continuance of the present activity in the foreign trade of the city. It is indeed marvellous that it should have been so little affected hitherto by the war in the near East. To-day there are rumours about of an approaching armistice, which, if they should prove true, would no doubt further stimulate business.

TOBACCO CULTIVATION IN GERMANY.

According to official returns the number of growers of tobacco in this country is 95,141, of which there are 35,389 in Prussia, 34,763 in Baden, 14,335 in Bavaria, 3,783 in Alsatia and Lorraine, and 3,718 in Wurtemberg. The total area planted amounts to 15,776.7 hectares compared with 17,019.9 in the previous year.

POPULAR INTEREST IN AVIATION.

To what extent aviation has aroused the interest of young and old in all classes of society is shown by an exhibition of models of flying machines and articles connected with them organized by the *Neue Hamburger Zeitung*. Pupils of board and secondary schools from the age of twelve upwards are amongst the exhibitors, as are also young lads and clerks in offices, apprentices to various trades, some of which have nothing to do with mechanics, a baker's lad, an under-gardener, an old gardener of 73, and last but not least the middle form of a young ladies' school represented by their class teacher. There are no less than 382 exhibits divided as follows into seven classes:—

- I.—The work of youths under 18 years of age
 - (a) 76 models pure and simple
 - (b) 76 models to be submitted to a flying test
- II.—The work of adults
 - (a) 48 models
 - (b) 39 models to be submitted to a flying test
- III.—Meteorological kites and balloons, on aviation, etc., belonging to the Deutsche Seewarte in Hamburg
- IV.—Kites and similar apparatus
- V.—Parts of aviation machinery, propellers, etc.
- VI.—Designs, photographs, and literature on aviation
- VII.—A silver model of a flying machine by a Berlin jeweller

The knowledge of the principles of aviation displayed by the exhibitors, even by the youngest of them, is surprising, for not all of the models are copies or adaptations of known systems; there are a great many original ones amongst them that do credit to their inventors. The first prize in class I. (a), for instance, has been awarded to a lad of fourteen, attending one of the middle forms of a secondary school, for a construction of his own, and the first in class I. (b) to a youth of 18, an apprentice in an electro-technical workshop in Altona for a monoplane of his own design.

All the models showed careful workmanship, but it was amusing to see the materials employed by some of the lads whose pocket money was probably limited; wheels and other parts of old mechanical toys, in fact anything that came handy for the purpose has been made use of.

SIR IAN HAMILTON AND THE MALAYS.

Sir Ian Hamilton stated at Penang that he was very favourably impressed with the Malay volunteer contingents at Singapore and Penang and was convinced that the Malays were proud of their connection with the British Empire, and that the fighting qualities of the race may well prove an asset of much value if the territorial integrity of the Peninsula is ever threatened.

INTIMATIONS

ECZEMA PAINED SO HE COULD NOT SLEEP

Leg Red and Inflamed. Itched Awfully. First Application of Cuticura Ointment Stopped the Itching. One Box of Cuticura Ointment and One Cake of Cuticura Soap Cured Him.

"The appearance of my son's complaint was as though a piece of skin had been torn from the leg, it was so red and inflamed and used to itch something awful. He used to scratch it in his sleep and the pain he used to suffer was awful. It started as a scar about three inches square just below the knee and I think had been there about eighteen months."

"I tried several ointments, etc., but none seemed to do any good for him, then I took him to the doctor and he was under him for about two months. The doctor told me it was eczema and the ointment he gave me was useless at all. My son's leg gave him the most trouble at night as some nights he could not get to sleep for the pain. Then I read about the Cuticura Soap and Cuticura Ointment and decided to give them a trial. The first time I applied the Cuticura Ointment it stopped the itching and one box of Cuticura Ointment and one cake of Cuticura Soap were sufficient to effect a complete cure in three weeks. I shall be only too pleased to recommend Cuticura Soap and Ointment to those who suffer from any kind of skin disease." (Signed) Mrs. Chaytor, 22, Walworth Street, Sunderland, England, July 12, 1911.

For more than a generation warm baths with Cuticura Soap and gentle applications of Cuticura Ointment have afforded the speediest and most economical treatment for torturing, disgusting affections of the skin and scalp of infants, children and adults. A liberal sample of Cuticura Soap and Ointment with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse St., London; R. Towns & Co., Sydney; N. S. W. Lennan, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Pettit D. & Co. Corp., sole props. Boston, U. S. A.

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SILVERWARE,

CUTLERY and

PRINCES PLATE.

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OUR

STUDY

OF

THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN. WE WILL TELL YOU.

CLARK & Co.
SCIENTIFIC OPTICIANS
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HONGKONG

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NEW ADVERTISEMENTS

NOTICE.

A Well-Educated Chinese who Speaks and Writes English desires to teach the Haka dialect to Europeans. One and half hours daily on week days only. Fees £10 per month.

Apply to—
"MING,"
Care of "Daily Press" Office.
Hongkong, 12th December, 1912. [1403]

AVIATION MEETING

AT HONGKONG.

UNDER the Distinguished Patronage of His Excellency the GOVERNOR, SIR HENRY MAY, K.C.M.G.

THE FAMOUS AVIATOR

MR. KOUZMINSKY
WILL GIVE EXHIBITIONS WITH A
BLERIOT MONOPLANE

ON

SATURDAY AND SUNDAY,
14TH AND 15TH DECEMBER.

Further announcements will appear later.

Hongkong, 12th December, 1912. [1405]

KOWLOON-CANTON RAILWAY,
(BRITISH SECTION).

NOTICE.

THE PUBLIC IS HEREBY NOTIFIED that owing to the AVIATION MEETING at SHATIN, the following Alterations will take place in the Local Train Service on SATURDAY and SUNDAY, December 14th and 15th.

On SATURDAY, the Train advertised to leave Kowloon at 1.25 P.M. for SHUM CHUN and the Train leaving SHUM CHUN for Kowloon at 2.35 P.M. are hereby cancelled.

The Train advertised to leave Kowloon for SHUM CHUN at 5.10 P.M. (on SATURDAY and SUNDAYS) will leave at 5.52 P.M. and return from SHUM CHUN at 6.52 P.M., arriving Kowloon at 7.39 P.M.

On both the above dates the Express Train leaving SHUM CHUN at 6.05 P.M. will call at FANLING at 6.10 P.M. to pick up Passengers.

Special Trains for the Aviation Meeting will leave Kowloon every half hour from 12 Noon to 3.30 P.M.

Tickets may be obtained at the Booking Office, STAR FERRY PIER, Hongkong, Messrs. MOUTRIE & CO., THOMAS COOK & SON, and KOWLOON RAILWAY STATION.

By Order,

H. P. WINSLOW,
Manager.

Kowloon, 12th December, 1912. [1406]

IN THE MATTER OF THE COMPANIES' ORDINANCE No. 58 of 1911,

AND

IN THE MATTER OF THE SAM WANG INVESTMENT LOAN & AGENCY COMPANY, LIMITED.

(In Liquidation.)

NOTICE IS HEREBY GIVEN that at an EXTRAORDINARY GENERAL MEETING of the Members of the SAM WANG LAND INVESTMENT LOAN & AGENCY COMPANY, LIMITED (In Liquidation), held at the Office of Messrs. PERRY SMITH, SEYMOUR & FLEMING, Accountants and Auditors, No. 5, Queen's Road Central, Hongkong, on TUESDAY, the 12th day of November, 1912, at 12 o'clock Noon, the following Resolution was duly passed as a Special Resolution:

"That the Liquidator be and he is hereby authorized to accept a composition of 55% of the Principal and Interest due by the 'partners of the YU TUNG BANK up to the 1st June, 1912, together with interest from that date to the date of payment.'"

J. HENNESSEY BETH,
Liquidator.

Hongkong, 3rd December, 1912. [1404]

FOR SALE.

A LOT OF
GOLD WALTHAM WATCHES,
HTS. GOOD TIME-KEEPERS,

BARGAIN PRICES,

IN ORDER TO CLEAR STOCK.
GARRIES, BOERNER & Co.,
King's Building.

Hongkong, 26th November, 1912. [1347]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River works. Small quantities handled and especially low rates quoted for large quantities.

ENTERTAINMENTS

THEATRE ROYAL.

UNDER the Distinguished Patronage
of H.E. SIR HENRY MAY, K.C.M.G.
and Commodore ANSTREUTHER, C.M.G.,

THE
BOATSWAIN'S
MATE,

A COMEDY IN ONE ACT,

BY

W. W. JACOBS,

TO BE PRECEDED BY.

A GRAND VARIETY ENTERTAINMENT.

FRIDAY AND SATURDAY,
13TH AND 14TH DECEMBER.

Commencing at 9.15 P.M.

PRICES: \$3, \$2 and \$1.
Sailors and Soldiers in Uniform Half-Price
to Gallery.

Proceeds to be devoted to Local Charities.
Booking at MOUTRIE'S.
Hongkong, 26th November, 1912. [1350]

THEATRE ROYAL.

"AN IDEAL
HUSBAND"

A PLAY IN 4 ACTS,

BY

OSCAR WILDE.

TO BE PRECEDED BY

LOCAL AMATEURS,

ON

TUESDAY, THURSDAY AND
SATURDAY,
DECEMBER 17TH, 19TH AND 21ST,

AT 9 P.M.

UNDER the Distinguished Patronage of
His Excellency the GOVERNOR
in aid of the following Charities:—

THE DIOCESAN GIRLS' SCHOOL,
THE RYRE REFUGE,
THE BLIND HOME (BLINDNESS),
THE ST. LEWIS ORPHANAGE.

Booking Opens at Messrs. MOUTRIE & Co.,
from December 4th to holders of advance
Tickets, obtainable from Ladies and Members
of the Committees of the various Charities, and
Messrs. MOUTRIE & Co., and to the Public
from December 7th.

Hongkong, 21st November, 1912. [1337]

THE DIOCESAN GIRLS' SCHOOL,
THE RYRE REFUGE,
THE BLIND HOME (BLINDNESS),
THE ST. LEWIS ORPHANAGE.

Booking Opens at Messrs. MOUTRIE & Co.,
from December 4th to holders of advance
Tickets, obtainable from Ladies and Members
of the Committees of the various Charities, and
Messrs. MOUTRIE & Co., and to the Public
from December 7th.

Hongkong, 21st November, 1912. [1337]

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Hongkong, 21st November, 1912. [1337]

Hongkong, 21st November, 1912. [1337]

INTIMATIONS

LANE,
CRAWFORD
& Co.

(TELEPHONE 97.)

WE ARE NOW SHOWING OUR NEW STOCK OF
CHRISTMAS GOODS

LATEST NOVELTIES

SUITABLE FOR PRESENT

IN ALL DEPARTMENTS.

FRENCH CONFECTIONERY

HIGH-CLASS FANCY BOXES OF

CHOCOLATES AND SWEETS.

CHRISTMAS

PUDDINGS, CAKES,

MINCE MEAT.

CRACKERS and COSAQUES

EXCLUSIVE DESIGNS.

PULLED FIGS, NUTS, MUSCATELS.

YORK HAMS-STILTONS.

A LARGE SELECTION OF

TOYS, DOLLS, GAMES, &c.

LANE, CRAWFORD & CO.

M. KOUZMINSKY

(WHO MADE A MAGNIFICENT FLIGHT AT MACAO

ON SUNDAY),

IN COMMON WITH THE

WORLD'S GREATEST AVIATORS

USES

ITS
PERFECT
PURITY
THAT'S
THE
POINT

SHELL

ALWAYS
UNIFORM

MOTOR SPIRIT

EXCLUSIVELY

GO AND SEE HIM AT SHATIN

NEXT WEEK-END,

and don't forget to use SHELL in your Car

or Motor Boat.

SUPPLIES ALWAYS OBTAINABLE BY LAND OR SEA

AT NORTH POINT INSTALLATION, SHAUKIWAN

ROAD.

THE ASIATIC PETROLEUM CO., LTD.

Hongkong, 10th December, 1912. [1400]

SOCIÉTÉ DES PULPES ET PAPIERS

DU TONKIN.

NOTICE OF MEETING.

SHAREHOLDERS of the above Société
are hereby summoned to an Extraordinary
General Meeting to be held at the Office of the
Company, No. 21, rue Jules Ferry, Haiphong,
on the 14th December, 1912.

By Order of the Board,

T. P. HOUGH,
Director.

Hongkong, 23rd November, 1912. [1340]

CHEAP SALE.

WE Beg to offer our Stock of GOLD
and SILVERWARES, SILK
GRASS-CLOTH, etc., at a Great Reduction
Sale.

Do not Miss this opportunity.
Inspection cordially invited.
ON WO & Co.,
No. 37, Queen's Road Central
Hongkong, 26th November, 1912. [13]

ARE YOU LOOKING FOR

Wholesome and Delicious

BREAKFAST BACON

Send us your Orders.

OUR

SUGAR CURED BACON

is absolutely the best in the Colony.

A trial will convince you.

THE

DAIRY FARM CO., LTD.

BANKS

HONGKONG AND SHANGHAI

BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS ... \$15,000,000

STRIKING ... \$15,000,000

SILVER ... \$15,000,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000

COURT OF DIRECTORS.

E. SHERRILL, Esq.—Chairman.

F. H. ARMSTRONG, Esq.—Deputy Chairman.

S. H. DEWELL, Esq.

G. FRIEDLAND, Esq.

C. S. GUBBY, Esq.

G. B. LAUREN, Esq.

F. LIEB, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABE.

ACTING MANAGER:

Shanghai—A. G. STEPHEN.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER

BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per

cent. per annum on the Daily Balance.

On Fixed Deposits.

For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4½ per cent. per Annum.

N. J. STABE,

Chief Manager.

Hongkong, 28th November, 1912. [19]

THE MERCANTILE BANK OF

INDIA, LIMITED.

AUTHORISED CAPITAL ... \$1,500,000

SUBSCRIBED ... \$1,500,000

PAID UP ... \$1,500,000

RESERVE FUND ... \$1,500,000

HEAD OFFICE:

40, Threadneedle Street,

LONDON, E.C.

BRANCHES:

Bombay, Calcutta, Hongkong, Kanton, Madras, Rangoon, Shanghai, Singapore, Suez, Tientsin, Yokohama.

AGENTS IN JAPAN:

Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:

BANK OF ENGLAND,

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange

business transacted. Stocks and Shares

bought and sold on account of Customers.

Letters of Credit, granted on Agents and

Correspondents all over the world.

INTEREST allowed on Current Accounts at

2 per cent. per annum on Daily Balance and on

Fixed Deposits at rates which may be

ascertained on application.

F. C. MACDONALD,

Manager.

Hongkong, 7th September, 1912. [909]

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL ... \$1,200,000

RESERVE FUND ... \$1,200,000

RESERVE LIABILITY OF PROPRIETORS ... \$1,200,000

FOREIGN EXCHANGE and General

Banking business transacted.

CURRENT ACCOUNTS opened and

FIXED DEPOSITS received for 1 year or

shorter periods at rates which will be quoted

on application.

WM. DICKSON,

Manager.

Hongkong, 12th April, 1912. [133]

NEDERLANDSCH-INDISCHE

HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (21,250,000)

Paid up Capital Fl. 14,905,350 (21,242,112)

Reserve Fund Fl. 5,022,161,27 (2418,513)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

Cutter Palmer & Co.
The Wine Merchants of the East

NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

FREE COUPON
Entitling Anyone with
RHEUMATISM

To receive prepaid our celebrated Treatise, "The Cause and Cure of Rheumatism," illustrated in colours.

Name

Address

Only one book to one address. \$37B

If you have Rheumatism, cut out the above Coupon and send it to us with your name and address plainly written on the blank lines. Return post will bring you our celebrated book, "The Cause and Cure of Rheumatism," explaining the wonderful treatment which is curing so many thousands of Rheumatic sufferers. This treatment we call Magic Foot Drafts, and they are curing very bad cases of every kind, no matter how severe. They are curing cases of 30 and 40 years' suffering after doctors and baths and medicines had failed. Send us the coupon to-day and we know that after receiving our booklet and reading and thoroughly understanding our treatment you will not hesitate to accept the offer we shall make you. Our faith is so strong that our treatment will cure you that we want you to write immediately for Booklet, so cut out the above coupon and send it to the Magic Foot Draft Co., China Agency, P. O. Box 384, Hongkong, China. Send no money, no stamps, just the coupon and we will send our Booklet by return of post.

[1341]

Warm Days

Living with their pleasures some discomforts. Then it is really refreshing to remove every trace of dust and perspiration by using

Calvert's Toilet Soap

and any day it is a good soap to choose for ordinary toilet use. Pure and cleansing, pleasantly perfumed and antiseptic—for 10% crystal carbolic is incorporated with it—you will find it not only excellent for the skin and complexion, but also a protection against contagion.

Your local Chemist or Store sells it in three tablet boxes.

F.C. CALVERT & Co., Manchester, Eng.

FOR NERVOUS EXHAUSTION

LOSS OF MEMORY and DEBILITY and to food the NERVES

CHAPOTEAU'S PROSPERO-GLYCERATE OF LIME

It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Anemia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will save ordinary lighting power by 25 per cent without extra cost.

Apply—
MANAGER,
"Hongkong Daily Press" Office
Hongkong, 15th March, 1912.

THE DEFERRED SHARE SYSTEM.

SOME INSTANCES OF HUGE DIVIDENDS.

[BY A CORRESPONDENT OF "THE TIMES."]

The announcement of a dividend equal to 233 per cent. on the Deferred shares of the Strand Hotel Company is an interesting reminder of the fact that sometimes the Deferred share, which is so often the Cinderella of the investment market, is decked out by a fairy godmother in all the splendours of affluence. It serves also to remind us that there are more kinds than one of Deferred shares. There is the Deferred share that has to be content with the drudge of a moderate distribution, and there is the Participating Deferred share that "goes halves" in the surplus profits of a superb prosperity. There is the Deferred share created by the process known as share splitting, and there is the Deferred share that owes its origin to the patient modesty of the founders of the company.

STOCK AND SHARE SPLITTING.

In the case of a railway stock, or an industrial share, the price of which has grown to an unwieldy size, market convenience may be a good reason for splitting it into Preferred and Deferred. The success of such a policy depends on subsequent conditions. Stocks or shares so dealt with do not always gain in dignity, or, what is more important, in investment attractiveness, by the operation. The Stock Exchange may welcome Deferred or "A" securities with varying and uncertain possibilities, because they add to the number of counters that encourage speculation; but it does not follow that the interests and convenience of the stockholders are correspondingly advanced. If to-day it were proposed for the first time to split Midland or South-Western Railway Ordinary, the proposal would not meet with unanimous support; indeed, it is by no means certain that it would not be rejected. The share that has risen to 10 or 20 times its face value is in a somewhat different category. When a share like Rio Tinto or Coats has appreciated to £80 or £70 as the result of large profits and consistently high dividends, there is a good deal to justify its division into several equal shares of a smaller denomination. This is not the same thing as splitting a railway stock into Preferred and Deferred, with a fixed dividend (if earned) for the former, and a generally more or less pitiful surplus for the latter.

DEFERRED WITH PARTICIPATION.

It is the Participating Deferred share that has the chance of securing the golden plums. As a rule its capital risk is insignificant in comparison with the richness and rarity of its fruits. Such a share entitled to the surplus or even to a half of the surplus profits is an excellent and often a magnificently beneficial opportunity for capitalists who speculate in contingent remainders. It is not always, however, a fair arrangement for the Preferred Ordinary shareholders, who have subscribed the bulk of the capital. Let us take a possible instance. Say the Preferred Ordinary shares in a company amount to £100,000, and the Deferred Ordinary to £50,000; that the former are entitled to preferential distribution of 10 per cent. and one-half of the surplus, and the latter to the other half of the surplus; then, if the divisible profit for the year is £20,000, the Preferred will get £15,000, or 15 per cent., and the Deferred will get £5,000, or 10 per cent. This does not seem equitable, having regard to the obvious fact that but for the subscriptions of the Preferred Ordinary shareholders there would probably not have been a company at all. It is, of course, likely that the Participating Deferred holder may have to wait for two or three years before he gets anything. He may have to watch the Preferred getting dividends which, though not exceeding 10 per cent., or whatever the stipulated rate may be, show no available surplus for him. He has to wait his time, and there is the chance—a chance frequently realized—that his turn will never come. He must bow to the conditions of precedence to which he has tacitly agreed. For thus consenting to take a place "below the salt" he is undoubtedly entitled to special consideration. The question is if the consideration is not in certain notable instances disproportionate to his services and his contribution.

THE COFFINABLE DEFERRED SHARES.

Here is the case of the Strand Hotel Company. The Deferred shareholders have been extraordinarily fortunate. The fact that the shares are what is called "privately held" does not affect the position one whit. Nothing is implied against the good faith of these favoured holders. The conditions were set forth when the company was formed and duly stated in the prospectus, and were assented to automatically by the Preferred shareholders as conditions by which they were bound. The company which owns the Strand Palace Hotel has an Ordinary capital of £135,000, consisting of £120,000 Participating Preferred Ordinary and £15,000 Deferred Ordinary. The Preferred are entitled to a non-cumulative 7 per cent. and one-half the surplus profits, and the Deferred to an equivalent amount and then to the remaining half of the profits. The distribution to the former for the period ended in 1910 was 9.235 per cent., for the year 1910-11 it was 9 per cent., and for 1911-12, it is 9 per cent.; and the dividends on the Deferred shares for the same periods were 241 per cent., 233 per cent., and 233 per cent. respectively. Thus the amount allocated to the Deferred £5,000 is considerably over £35,000 for three years. These shares, of course, were never offered for public subscription.

It will be remembered that in the case of Harrod's Stores the Founders' shares became so valuable that a separate company was formed to deal with them. D. H. Evans & Co. is another example of highly profitable results for the Founders' shares, £2,000 in amount. The following dividends have been paid:—1906-7, £10; 1907-8, £11; 1908-9, £10 10s.; 1909-10, £7 17s.; 1910-11, £5 6s.; and 1911-12, £9 5s., making an aggregate of 4,695 per cent. in six years! Then there is the Maypole Dairy Company, with its curiously arranged capital account. As issued it amounts to £535,000, consisting of 1,800,000 Preferred Ordinary shares of

WM. POWELL, LTD.

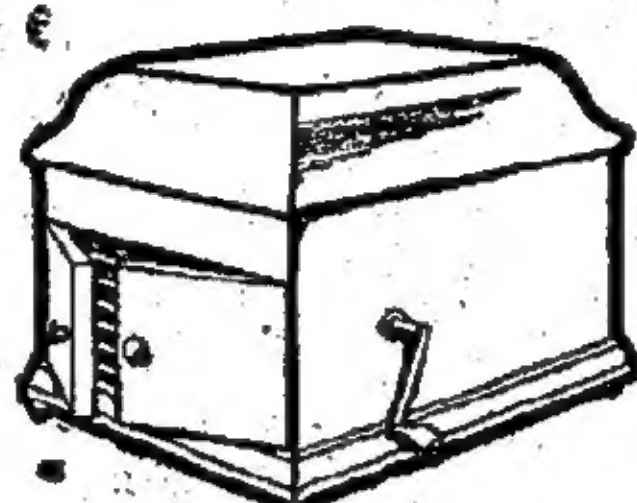
TELEPHONE 246.

XMAS BAZAAR

— NOW OPEN —

DOLLS, FUR ANIMALS,
MECHANICAL TOYS,
GAMES, BALLS,
CRACKERS,
SWINGS, TRICYCLES,
DOLL CARRIAGES, ETC.
TOY LAND.

NEW RECORDS



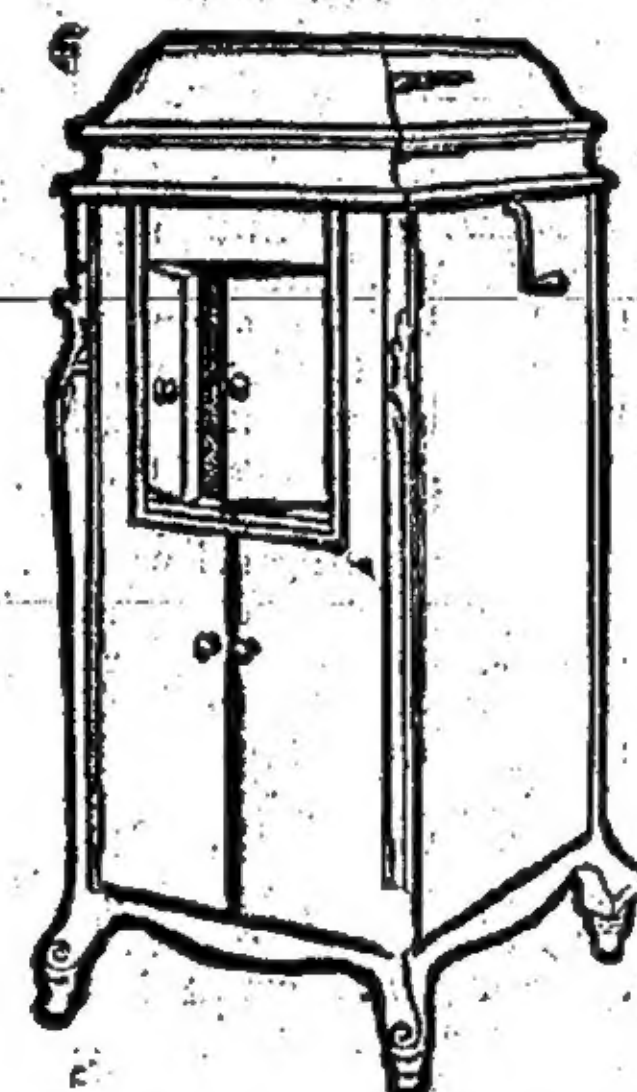
PRICES

FROM

\$35

TO

\$345



No matter how much or how little you want to pay for a Christmas gift, you won't get anything that will give so much pleasure as a Victor or a Victor-Victrola.

There's one of these instruments at a price to suit every purse, and we'll arrange easy terms if desired.

Stop in any time and we'll gladly play any Victor music you want to hear.

S. MOUTRIE & Co., LIMITED,
EXCLUSIVE DISTRIBUTORS.



PRICES

FROM

\$35

TO

\$345



NEW RECORDS

5s. each, entitled to a cumulative dividend of 20 per cent., and 1,850,000 Deferred Ordinary of 2s. each, entitled to the whole of the surplus profits after payment of the 20 per cent. to the Preferred and placing £10,000 to reserve. These capital provisions are the result of more than one conversion of subdivision, and were of course accepted by the different classes of shareholders. The 2s. shares have had a remarkable career, as the following record of the dividends will show:—1907, 53 per cent.; 1908, 62 per cent.; 1909, 55 per cent.; 1910, 125 per cent.; and 1911, 200 per cent.

SOME DISADVANTAGES OF THE METHOD.

The feelings provoked by the inequality in the two kinds of Ordinary capital are accentuated when, as is sometimes the case, the more profitable shares have been issued to vendors or promoters as fully paid. In a number of comparatively recent picture theatre companies the Deferred shares are really Founders' shares, for which no cash consideration has been ever paid to the company; yet they are reaping by far the more bountiful harvest, and will continue to do so as long as this form of entertainment attracts the public. The holder on these terms reaps where he has not sown. Moreover, he often enjoys and exercises voting powers that practically override the Preferred holders and exclude them from any effective control of the property for which they have found the capital. We do not classify these ventures in the same category as the respectable companies already named; and in many cases Deferred Shares are rightfully issued to and held by those who have built up the business and are keenly interested in its prosperity. The case of the picture theatres, however, indicates the dangers that may be connected with this method of capitalization, and that the Deferred Ordinary share may be a pitfall for the unwary.

THE NEW FRENCH REMEDY, No. 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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JARDINE, MATHESON & Co., Ltd.
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TO LET.

LOGSFORD, No. 114, PEAK. Furnished or Unfurnished, from 1st January, 1913. 6 ROOMS.
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No. 6, DES VOEUX VILLAS, 58, THE PEAK, from 1st March, 1913. Premises will be thoroughly repaired, painted and colourwashed.
68, MOUNT KELLET, Partly Furnished, immediate possession to 31st May, 1913.
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For Sale. "GLENSHIEL," 124 and 125, Barker Road, close to Tram Station.
For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
Apply to—**LINSTEAD & DAVIS,**
3rd Floor, Alexandra Buildings.
Hongkong, 15th December, 1912. (122)

TO LET.

ON 2ND FLOOR, No. 2, FEDDER STREET,
ONE-ROOMED OFFICE.
Apply Property Office.
JARDINE, MATHESON & Co., Ltd.
Hongkong, 23rd May, 1912. (753)

OFFICE TO LET.

1ST FLOOR, very central, One Large and One Small Room, Small Godown.
Apply—**C. E. A.,**
Care of "Daily Press" Office,
Hongkong, 20th November, 1912. (1330)

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Apply—**A. S. WATSON & Co., Ltd.,**
Alexandra Building,
Hongkong, 27th November, 1912. (1354)

TO LET.

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from 1st January, 1913.
Apply to—**KWONG SANG HONG, LTD.,**
248, Des Voeux Road Central,
Hongkong, 6th December, 1912. (1390)

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for one year from 1st March, 1913.
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WEATHER REPORT.

On the 11th at 11.10 a.m.—The anti-cyclone has weakened slightly. Otherwise conditions remain practically unchanged.

The monsoon will moderate to the north of Foochow, but remain fresh over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST.
Hongkong & Neighbourhood	Strong N.E. gale moderating.
Formosa Channel	No. 1.
South coast of China between the same as Hongkong and Lamooka.	No. 1.
South coast of China between the same as Hongkong and Hainan.	No. 1.
N.E. winds, moderate to fresh; fine.	

CHINA COAST METEOROLOGICAL REGISTER.

11th DECEMBER, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
Victoria	7.30	30.52	71	88		0	b
Namun	6.1						
Hakodate							
Tokio							
Kobe							
Nagasaki							
Kagoshima							
Oshima							
Naha							
Ishijima							
Bonin Is.							
Chefoo							
Wobaiwei		30.55	32	91	SSW	2	b
Hankow							
Kiukiang							
Shanghai		30.50	44	92	NE	1	om
Guangzhou		30.55	50		E	1	oy
Shanghai		30.42	58		N	2	b
Amoy		30.41	57	75	NE	2	b
Swatow		30.38	59	82	N	1	b
Tsichu		30.34			E	4	b
Tsichu		30.30			N	4	b
Tsichu		30.27			N	4	b
Tsichu		30.20			NE	10	b
Tsichu		30.28			NE	10	b
Xanton		30.29	18	82		0	b
Hongkong		30.29	18	82		0	b
Viet. Peak		30.15			ENE	3	b
Gap Peak		30.17			ENE	5	b
Macao		30.28	55		NNW	2	b
Wachow		30.37	55	62	N	4	b
Yukow							
Paikoi		30.28	53		NE	3	b
Phalun		30.05	72		KNE	6	b
Touram		29.97	72		ENE	2	b
O. St. James		30.10			W	1	b
Amari		30.10			NNW	1	b
Manila		29.99			NNW	1	b
Legaspi		29.95			NNW	1	b
Sancti		29.91	78		NE	1	b
Ulu		29.87	24				
Cebu							
Labuan							

T. F. CLAXTON, Director.

Hongkong Observatory, 11th December, 1912.
1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the quantity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, by blue sky, a detached cloud, a drizzling rain, fog, a gloomy, hazy, lightning, or overcast, a passing shower, a squall, rain, snow, sleet, or rain, with or without wind.

7 RAIN IN INCHES, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 11th

	Previous Day	at 2 p.m.	at 6 a.m.	at 3 p.m.
Barometer	30.27	30.29	30.24	
Temperature	57	58	63	
Humidity	53	82	54	
Wind Direction	East		SEW	
Force	2	0	1	
Weather	0	0	1	
Rain				

Highest open air Temperature on 10th, 69.
Lowest open air Temperature on 10th, 57.

HONGKONG TIDE TABLE.

From 12th to 18th December, 1912.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		Time	Height	Time	Height
Thurs.	12	h. m.	ft. in.	h. m.	ft. in.
		1 43	4 1	6 6	1 1
		10 29	7 6	3 31	4 1
Fri.	13	No infer.	high.	6 48	1 4
		11 3	7 2	nor low.	water.
Satur.	14	No infer.	high.	7 33	1 6
		11 43	6 8	nor low.	water.
Sun.	15	No infer.	high.	8 22	1 9
		12 0	5 3	nor low.	water.
Mon.	16	No infer.	high.	9 15	2 1
		12 46	5 8	nor low.	water.
Tues.	17	No infer.	high.	10 15	2 4
		1 5	5 0	nor low.	water.
Wed.	18	No infer.	high.	10 46	2 6
		5 23	5 5	nor low.	water.

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A French Remedy for all Irritations.
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MARTIN'S
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SCIENTIFIC MISCELLANY.

MARVELLOUS FORCES TO BE DISCOVERED.

The existence of some new forces as yet unknown is suggested by Prof. E. E. Barnard, of the Yerkes Observatory, as the most plausible explanation of new or temporary stars. In about 20 well-authenticated instances, stars have suddenly shone out and then gradually faded away. Nova Persei, which appeared in February, 1901, increased at least 25,000-fold in three days, becoming for a few hours the brightest star in the sky except Sirius, and a month later was barely visible to the naked eye. Such stars are usually regarded as the result of collision. But Barnard finds that a star plunging into one would slowly brighten for years or ages; and the better theory of a collision of two stars is also unsatisfactory. Photographs showed a nebula spreading outward from Nova Persei at 2,000 miles a second if no farther from the earth than the nearest star at a much greater rate at the greater probable distance away. Kapteyn suggested that the nebula was not growing, it was being progressively illuminated from the central explosion at the velocity of light; but the pictures prove that distinct points on the nebula were really transiting.

RADIUM-COLOURED GEMS.

Sapphire is among the gems most affected by radium rays. In many experiments, Dr. A. Mische has found that pale stones, chiefly from Ceylon, are much changed in 12 to 24 hours, yellow being deepened, colourless turned to golden, and pale blue made yellowish-green—but in a month or two the natural colour is resumed. Deep blue stones are changed not at all or slowly, passing through violet to greenish, then to dirty dark green in ten days, the change being permanent.

SOIL STERILISING.

In the partial sterilization experiments of J. N. Harvey, an English gardener, steam at 80 pounds is forced through soil 15 minutes, four or five carloads being treated in a day. In the treated soil the yield of tomatoes was increased 80 per cent.

GERMS FED BY PUTRID GASES.

The ancient idea that putrid gases or miasma produce disease has been forgotten in the last half-century or so in the discoveries of microscopic organisms as the cause of various infections, but Dr. A. Trillat, of the Pasteur Institute of Paris, has shown that the vitiated air may play an indirect part, after all. In a lecture at the University of Geneva, he has made known experiments proving that the composition of the air has much influence on these infections, the development of germs of plague and diphtheria being surprisingly stimulated in the presence of slight traces of putrid gases. This was first demonstrated in the laboratory, but afterward appeared under natural conditions when like bacteria were exposed in the open air near sewers, marshes, and other sources of bad odours. A change in methods of disinfection is likely to be found necessary, although it is not supposed that any gas affects all disease germs in the same way. It was Dr. Trillat who suggested that milk souring and meat putrefaction in thunderstorms are not due to acid formed by the electrical discharges, but are caused by gases released from the soil as a result of the low air pressure accompanying storms.

SCIENTIFIC MARKETING.

Better food is the new agent of British health officers for dealing with consumption and other troubles. In their initial course of lectures in London, the hygienic preparation of foods is to be considered, with special reference to the needs of the sick poor and persons predisposed to consumption, and it is to be explained how inexpensive non-vegetarian foods are available for those who know how to use them. Something like a science of marketing for persons of small means is promised.

AN OLD MUSEUM.

A museum dating from 756, now opened only one day of each year, is a wonder of Nara, Japan's former capital. One of the few Europeans who have visited it—Dr. Otto Kummel, of the Berlin Museum of Ethnology—states that its 3,000 articles include some of the world's most beautiful lacquer ware, decorative furniture, cambric-like fabric, and other ornamental work. These articles were all produced before the year 756.

AIR-BLAST SAND-MAKING.

Sand from the blast-furnace, made by the action of water on the molten slag, has been much used in cement making, but a new air-granulating process is claimed to yield a much better product, as it contains no water and is two and a half times as dense. Of this sand 100 tons a day has been made at a German iron works for more than a year. The manager of the works, G. Jantzen, states that the slag passes from the furnace through a spout to a revolving iron drum about 45 feet long and 6 feet in diameter. The outer surface of the drum is kept cool by a flow of water, and as the slag enters, a blast of compressed air sprays it against the inner surface of the drum, breaking it up into a shower of particles that are cooled and solidified by the contact. Stationary scrapers prevent the formation of lumps. The slag is not only useful for cement but the sand produced is very desirable for many other purposes.

DESERT TRANSPORTATION.

The desert vehicle with which French army officers have been experimenting in Algeria has the form of a sledge on wheels, and with an air propeller driven by a 50 horse-power engine, it has traversed the desert sand at the rate of 12 to 18 miles an hour. Grades of 1 to 5 are easily climbed. This new type of carriage is still in an early stage of evolution, however, and among the proposed features is a set of wings, designed to give it power to leap over mounds and other obstacles. Whatever may be its final form, the power-driven vehicle will mark a transformation in desert travel.

"SICKNESS" OF ALUMINUM.

A "sickness" of aluminum, similar to that of tin, has been investigated by French and German chemists. Prof. Heyn and Bauer have concluded that

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[26]

FASHIONS AND FANCIES.

WOMAN AND THE CAR.

With the great show on at Olympia all the talk this week is of motor cars and their appliances. Gradually during the last few weeks there has arisen a craze for very brightly-coloured cars. Lady Juliet Duff has one in canary-yellow, and another member of the wealthy classes goes about in a car of very bright, aggressive blue. To those of vivid green we have become accustomed by degrees, and, perhaps, if a bright colour must be chosen, green is one of the very safest. The bright blue car turns its occupants sallow, sometimes livid. One of the preoccupations of the toilet at the present moment is to make up the hair and complexion to the colour of the car. The care of good looks has always been an absorbing and a difficult business, and a clever maid is now, than ever (if possible), sought after, for she is an adept in all the secrets of "toning up," whether to a wallpaper, or the cretaceous of a morning-room, or the mysteries of a daylight and an evening complexion. The millionaires who were given a set of magnificent emeralds in despair until she found one of these experienced and clever women, who speedily "arranged" her colouring to suit the costly stones.

THE SELF-STARTING CAR.

Women have crowded round the self-starting cars during the exhibition, and some have been heard to deplore the fact that the machinery is very costly. At the same time, it is obvious that women are less equipped than men for jumping out and twisting the handle which puts the starting-gear in readiness for motion. And, after all, the question of cost does not seem to hinder the upper-class woman of to-day from obtaining whatever she may fancy. It is one of the wonders of society that, however expensive may be the newest thing in luxuries, it is acquired somehow by all who have any pretensions to be smart. Even two years ago the price of a new dress fairly prohibited, but now that no one who does not possess one can claim to be "in it," why, of course, everybody possesses one. How it is done is one of those mysteries that beat the most perspicacious among us.

THE KIMONO SLEEVE.

The kimono sleeve has never had our suffrages. With Xanthippe and myself have always regarded it as clumsy, unfinished-looking, and awkward in wear. Our disapprobation has evidently not in the least affected the prosperity of the thing; in fact, it is now clumsier, uglier, and more cumbersome than ever. What used, in the days of old, to be called an armhole now extends from the top of the shoulder to the waist. It is really big enough to go round the waist. By degrees the sleeve grows narrower until it is quite tight at the wrist. This is the coat-sleeve of the moment. The new broad velvets are very fashionable for coats, whether short or long. They are in all the smartest colours. The hyper-critical might say that the patterns of the brooches are rather large, but, all the same, it is the short women who blithely choose these large patterns, seeming to be unaware that they have the effect of diminishing the apparent height of the wearer. A very telling coat of the kind is in sulphur-coloured velvet, almost yellow in the raised parts, the whole trimmed with skunk, the fur forming a flat collar, a waist-band and cuffs.

IN THE HAIR.

The latest hair ornament is an asprey trained into the form of a query mark, and standing straight up in the air. At the Guildhall banquet on Saturday night Mrs. Asquith wore an enormous brush standing straight out at the side of her head. There was no suggestion of the query in this, nor indeed any novelty, but it shows that the aggressive form of hair ornament is still admitted by some. Oh, that it could be made to disappear from opera house and theatre before next season begins! Nor has it even the charm of being becoming. On the contrary, it is frequently grotesque. The latest idea on hats is to wear two of these brushes, one at each side. This is piling Pelion on Ossa. One has always been enough.

THE NEW BLOUSES.

There is one thing noticeable about the new blouses, and that is, that at least nine-tenths of them are made to fit the normal waist. It seems to be quickly coming back into fashion. Many smart afternoon blouses are embroidered in crystal beads, or in fine bugles and pearls. The embroidery covers the front and finishes off in a single line the uncollared neck. The sleeves are trimmed to match. In black nylon this blouse can be worn over any colour, and her bright emerald-green comes in useful, and in fact, any colour can be worn under it. White comes out rather well. Evening blouses are more elaborate, and they are as often Empire-waisted as otherwise. All the same, the normal waist is steadily and surely returning to favour. Physicians say that it will bring back tight lacing with it. Poor dear men! Little do they guess that the Empire-waist necessitates (or smart women think so) pressure where it is far more injurious than it could possibly be at the waist proper.

THE FUR SEASON.

The smart fur season begins at the end of September, when every woman of the thousands who live for dress thinks herself almost disgraced if she appears out-of-doors without fur. For the more sensible members of our sex the fur season began about a week ago, when the wind went into the north and the sky began to sulk and covered itself with dull grey blankets. A whole book could be written about the common sense of furs, or rather the lack of common sense that is shown about them. On a very cold morning a furcoat is worn. After lunch it is a degree or two warmer, and the fur coat is thrown off, and a cloth one substituted for it. What is the result? A bad cold. And as to the stole, it is the cause of many sore throats. But there is no use in preaching about health, for the smart woman seems to regard any such considerations as quite beneath her attention.

It seems odd that so few should realise that dark furs are much more becoming than light, that, to the average Englishwoman, sable, mink, black fox, make her complexion look its very best, whereas ermine, white fox, miniver, and squirrel have exactly the contrary effect. The newest way of wearing the stole is to put the middle of it on in front, pass the ends over the shoulders, crossing them at the back, and bringing them forward again under the arms. Even fur capes with their rounded or pointed backs are worn in this fashion, certainly very warm and comfortable, though slightly unorthodox. Still, the warmth is the great "raison d'être" of furs, and those who have discovered and constantly practised this new method are to be congratulated on their common sense.

THIS SEASON'S MUFTS.

They are preposterously large, unwieldy and very trying to a slim, straight figure, which they do their very best to conceal, however they may be carried. A very pretty costume of pale yellow cloth trimmed with chinchilla was quite spoiled by the immense muff in which the wearer buried her arms to the elbows, completely destroying the charm of her otherwise pretty silhouette. It may be mentioned that a very sensible stole was worn with that, it was made of a long strip of the pale yellow cloth bordered with some three inches of chinchilla all round. X. and Z. in the Globe.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"HIMALAYA,"
Arrived Hongkong on 5th December, 1912,
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

H. W. D. SHALLARD,

Acting Superintendent.

Hongkong, 5th December, 1912. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PERA,"
Arrived Hongkong on 9th December, 1912,
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

H. W. D. SHALLARD,

Acting Superintendent.

Hongkong, 9th December, 1912. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEUCH"
FROM ANTWERP, LEITH, LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th December, 1912. [1393]

S.S. "CALEDONIAN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. "Médée," from Bordeaux ex S.S. "Ville de Constantine," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 13th inst. at Noon will be subject to rent and landing charges.

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	From HONGKONG calling at SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.		KOBE (via Inland Sea).
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
Also NILE ... 11,000 tons.	SPEED.	Pacific) through Service via
CHINA ... 10,200 tons.		NEW YORK to Europe.
PERIA ... 9,000 tons.		

PASSENGERS HOLDING THROUGH TICKETS HAVE THE PRIVILEGE
OF TRAVELLING BY TRAIN BETWEEN KOBE AND YOKOHAMA,
FREE OF CHARGE.

SOME FEATURES OF SERVICE.

Lights and Fans
Individual Electric Reading Light in each berth and
Electric Fan in each Stateroom under passenger's control.
Is installed on deck for salt water plunge. Bathing
suits on board.

Band
Filipino string Band Concerts each afternoon and evening and also during
Tiffin and Dinner.

Cuisine
The Cuisine is under the direct supervision of one of the World's most
famous caterers.

Games and Amusements
Deck Games, such as Quizzes, Shuffle-
board and all kind of gymnastics sports,
are arranged during the voyage, as well as indoor Amusements, such as Musical Entertain-
ments. Dances and Masquerade Ball on deck are also arranged to while away the time.

Wireless and Submarine Signal Service
The most powerful Wireless Telegraph apparatus is installed on all Steamers.
Submarine Signalling is also used as an additional measure of safety.

Bilge Keels
Are fitted to the Ships to prevent rolling at sea, thus ensuring
steadiness and constant comfort.

The Cost:
is not more by this route with its unrivalled opportunities
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS.	Tons	Starting	TUESDAY	17th Dec.	at 1 P.M.
MANCHURIA	27,000	...	TUESDAY	31st Dec.	at 1 P.M.
NILE	11,000	...	TUESDAY	7th Jan.	at 1 P.M.
MONGOLIA	27,000	...	TUESDAY	28th Jan.	at 1 P.M.
PERIA	9,000	...	TUESDAY	4th Feb.	at 1 P.M.
KOREA	18,000	...	TUESDAY	18th Feb.	at 1 P.M.
SIBERIA	18,000	...	TUESDAY	25th Feb.	at 1 P.M.
CHINA	10,200	...	TUESDAY	4th Mar.	at 1 P.M.
MANCHURIA	27,000	...	TUESDAY	4th Mar.	at 1 P.M.

LET US PLAN AN ITINERARY FOR YOU.
KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.
FRED J. HALTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO
**VICTORIA, VANCOUVER, B.C.,
SEATTLE & TACOMA.**

VIA

SHANGHAI AND JAPANESE PORTS.

CARRIAGE CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS.

STEAMER	SAILING
OCKLEY	On 17th Dec.

be followed by other Steamers of the Company at regular intervals.
Using at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious
Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL.

NEW YORK LINE.

REGULAR SERVICE FROM
JAPAN, HINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.
Operated by Steamers of the
AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.

NEXT SAILING:—
S.S. "SCHILLER" (A. and O. Line) ... On 30th December.
For Rates Freight, and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

AFRICAN LINES. ORIENTAL AFRICAN LINE.

Regular Dire Service from JAPAN, CHINA AND STRAITS TO BEIRA,
DELAGOA BAY, URBAN, EAST LONDON, PORT ELIZABETH AND CAPE
TOWN, calling MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNER" ... 3,000 tons ... Middle of February.

A regularly thereafter.
For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, URBAN (Natal), EAST LONDON, PORT ELIZABETH AND
CAPE TOWN, transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

ON HONGKONG: ... 21st Dec ... Connecting with S.S. "KATANGA" 10th Jan.
For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.		CANTON TO HONGKONG.	
THURSDAY, 12TH DECEMBER, 1912.			
8 a.m. "FATSHAN"	10 p.m. "REUNGSHAN"	8 a.m. "HONAM"	5 p.m. "KINSHAN"
FRIDAY, 13TH DECEMBER, 1912.			
8 a.m. "KINSHAN"	10 p.m. "FATSHAN"	8 a.m. "FATSHAN"	5 p.m. "REUNGSHAN"

HONGKONG-MACAO LINE.
S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 15TH DECEMBER.
The Company's Steamship
"SUI AN"
Will depart from the WING LOK STREET, WHARF at 9 a.m. and return
from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD. THE CHINA NAVIGATION CO., LTD. AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUL." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the Company.
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AFRICA," 8,800 tons, will leave as above on 19th Dec., at 5 P.M.
S.S. "KOEBER," 9,900 tons, will leave as above on 19th Jan., at 5 P.M.
Cheap rates, Hongkong-Trieste, Venice, £80 1st, £36 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN
TO SHANGHAI.
S.S. "KOEBER," 9,900 tons, will leave as above on 5th January, at 8 P.M.
Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME AND VENICE, via
SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
S.S. "PERSIA," 12,500 tons, will leave as above about 31st December.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 1st Feb.
to YOKOHAMA, KOBE via SHANGHAI.
S.S. "VORWAERTS," 12,000 tons, will leave as above about 30th Dec.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 1st Feb.
Superior accommodation for Saloon Class Passengers.
ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
Hongkong, 5th December, 1912. Prince's Building. [155]

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATES OF SAILINGS.
COPENHAGEN and "CANTON" ... 6,500 ... On 15th Jan.
BALIC PORTS ... "CANTON" ... 6,500 ... On 15th Jan.
For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

SAN FRANCISCO TOYO KISEN KAISHA TRANS-PACIFIC WESTERN PACIFIC DENVER AND RIO GRANDE TRANS-CONTINENTAL TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.
S.S. TENYO MARU ... 21,000 tons
S.S. CHIYO MARU ... 21,000 tons
S.S. SHINYO MARU ... 21,000 tons
AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and
HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket,
baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the palatial trains of the Western-
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.
Through Standard Sleepers.
Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for
Ticket form No. 526.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WAILEE STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. I. and Watkin's

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material
including tall shafts are kept in stock. Two powerful tow boats, floating derrick to
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.
WAREHOUSE DEPARTMENT:—
105 buildings, principally of brick and steel, 355 entrances. 15 buildings are private
bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.
Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.
[206]

R.M.S. "DUNOTTAR CASTLE."

THE above Steamer of 5,687 Tons Register and Classed 100 A.I. at Lloyd's, having
Superior First Class Passenger Accommodation, fitted with Wireless Telegraphy,
Electric Fans in all Staterooms and carrying First Class Passengers only. She will
arrive here on THURSDAY, January 2nd, and sail for SINGAPORE, PENANG,
RANGOON, CALCUTTA, MADRAS, COLOMBO, BOMBAY, SUEZ (for CAIRO),
PORT SAID, MESSINA and MARSEILLES on MONDAY, January 6th, 1913.
A number of vacant First Class Berths are Available at Moderate Rates, and special
accommodation can also be Booked if required. For further particulars please apply to—

JARDINE, MATHESON & Co., LTD.
Hongkong, 13th November, 1912. AGENTS. [1313]

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 17th Dec., 4 P.M.
ZAFIRO	4000	Cross	Manila, Mangarin, Iloilo and Cebu	On 27th Dec., 4 P.M.

For Freight or Passage, apply to
Hongkong, 9th December, 1912. **SHEWAN, TOMES & Co., General Managers,**
PHILIPPINES S.S. Co. [113]

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS
WESTWARD.
S.S. "JAPAN," 6,013 tons, Captain C. P. Addison, will be despatched
for SINGAPORE, PENANG, RANGOON and CALCUTTA on 12th Dec. at 1 P.M.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
Hongkong, 9th December, 1912. AGENTS. [1892]

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	"LUETZOW," Capt. J. BORTFELD	17,300	Wedday, 25th Dec., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"KLEIST," Capt. L. MAAS	17,000	About Friday, 13th Dec.
MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. BARNER	6,100	Saturday, 28th Dec., at 9 A.M.
KOBE and YOKOHAMA	"COBLENZ," Capt. L. KLUGKIST	6,100	About Tuesday, 7th Jan.
KUDAT and SANDAKAN	"BORNEO," Capt. F. SCHMIDT	5,000	Middle of Jan.

All the Steamers of the European Line are fitted with Wireless Telegraphic
New System of Telefunken.
For Further Particulars apply to

**NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,**
GENERAL AGENTS HONGKONG AND CHINA.
Hongkong, 12th December, 1912. [5]

PASSENGER SEASON 1913. NORDDEUTSCHER LLOYD, BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
"GOEBEN"	17,300 tons	ON FEBRUARY 4TH.
"BREMEN"	21,000	ON FEBRUARY 19TH.
"DERFFLINGER"	17,250	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH"	16,000	ON MARCH 19TH.
"YOROK"	17,000	ON APRIL 1ST.
"PRINZESS ALICE"	20,300	ON APRIL 16TH.
"LUETZOW"	17,300	ON APRIL 29TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE
FROM HERE TO SINGAPORE.
CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.
All the Steamers of the European Line are fitted with Wireless Telegraphy.
(System Telefunken.)
EARLY BOOKING RECOMMENDED.
For Further Particulars, apply to
MELOCHERS & Co., GENERAL AGENTS.
Hongkong, 21st September, 1912. [1113]

SHIPPING

ARRIVALS.

ASKOLD, Russian cruiser, 14,000, Jenko, 11th December—Shanghai.
 CEYLON MARU, Japanese str., 3,142, M. Togawa, 11th December—Singapore
 3rd December, General—Nippon Yusen Kaisha.
 CHENAN, British str., 11th December—Canton.
 DAIGI MARU, Japanese str., Y. Sonekawa, 11th December—Tamsui 8th December, General—Osaka Shosen Kaisha.
 EMPIRE, British str., 2,843, W. G. McArthur, 10th December—Kobe 5th December, General—Gibb, Livingstone & Co.
 HAIYANG, British str., 1,563, A. Z. Hodgins, 11th December—Swatow 10th December, General—Douglas, Lapraik & Co.
 HAMBIA, Norwegian str., 1,035, J. Jorgensen, 10th December—Sourabaya 20th November, Sugar—Order.
 KUROST, Russian str., 2,000, Padalka, 11th December—Vladivostok 2nd December, General—Russian Volunteer Fleet.
 KUTSANG, British str., 3,109, R. C. D. Bradley, 10th December—Singapore 4th December, General—Jardine, Matheson & Co.
 SHANAI, British str., 1,223, Simons, 11th December—Haiphong 9th December, General—Butterfield & Swire.
 YATSHING, British str., 1,424, R. Y. Anderson, 10th December—Moji 5th December, Coal—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 December 11th.
 INDO MARU, Japanese str., for Moji.
 MARIE, German str., for Swatow.
 RAINBOW, American cruiser, for Swatow.
 SHANAI, British str., for Shanghai.

DEPARTURES.

December 11th.
 CHONGSHING, British str., for Tsingtau.
 CHOYANG, British str., for Shanghai.
 CLARA JENSEN, German str., for Canton.
 DAIGO MARU, Japanese str., for Dairen.
 DEYAWANG, German str., for Bangkok.
 HAIMUN, British str., for Swatow.
 ICHANG, British str., for Shanghai.
 KUMCHOW, British str., for Saigon.
 KUEICHOW, British str., for Canton.
 NILE, British str., for London.
 PITANILON, German str., for Bangkok.
 PRINCE WALDEMAR, German str., for Moji.
 SINGAN, British str., for Haiphong.
 TOO SUI, Chinese str., for Amoy.
 TWINTAI, British str., for Swatow.
 TWOSHING, British str., for Hongay.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The T.K.K. str. *Chio Maru* left Kobe on the 5th December, and is due in Hongkong via Manila on the 14th December.
 The P.M. str. *Monopoly*, with the American mail, left San Francisco for this port via Honolulu, the Japan ports and Manila on the 30th November.
 The T.K.K. str. *Wippon Maru* leaves San Francisco for Hongkong via usual ports on the 7th December, and may be expected here on the 3rd January.
 THE AUSTRALIAN MAIL.
 The N.Y.K. str. *Yasuni Maru* (Australian Line) left Sydney for this port on the 27th November, and is expected here on the 18th December.
 The E. & A. str. *St. Albans*, from Sydney, etc., left Port Darwin on the 2nd December, for Timor, Manila and this port.
 THE CANADIAN MAIL.
 The C.P.R. str. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 26th November, a.m.
 THE GERMAN MAIL.
 The I.G.M. str. *Kleist*, carrying the German mails with dates from Berlin of the 13th November, left Singapore on the 8th December, at 8 a.m., and may be expected here on or about 12th December.
 MERCHANT STEAMERS.
 The Swedish East Asiatic Co.'s str. *Canton* left Singapore on the 4th December, and is expected to arrive here today.
 6th December, a.m., and is therefore due The str. *Loat* left Singapore on the here on or about 12th December.
 The P. & O. str. *Novara* left Singapore for this port on the 8th December, at 7 a.m., and is due here on the 13th December, at about 2 p.m.
 The str. *Kanasa* passed the Suez Canal on the 3rd December, and is due here on or about 3rd January.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Kamsang, from Calcutta, is due in Hongkong 17th December.
Hopsang, from Java, is due in Hongkong 12th December.
Suingsang, from Java, is due in Hongkong 15th December.
Kwongsang, from Shanghai, is due in Hongkong 13th December.
Namsang, from Moji, is due in Hongkong 14th December.
Mausang, from Sandakan, is due in Hongkong 14th December.
 SHIRE LINE, LIMITED.
Pembroke, from London, is due in Hongkong 15th December.
 INDIA LINE.
Indramayo, from New York, is due in Hongkong 23rd December.
 BRITISH INDIA STEAM NAVIGATION CO., LTD.
Upda, from Singapore, is due in Hongkong 17th December.

LATEST STEAMER MOVEMENTS.

The P.M. str. *Vile* will leave Yokohama for the usual Japan ports, Shanghai and Manila on the 12th December, between 10 a.m. and noon.
 The H.A.L. s.s. *Liberia* left Shanghai on the 11th inst. a.m., and may be expected here on or about the 14th inst. p.m.
 The Bank Line, Ltd., advise us that a telegram has been received from Yokohama stating that the Commander of the s.s. *Ortic* had sent a wireless message to Yokohama advising that the *Ortic* was 875 miles from Japan, where she expects to arrive on Friday evening, and that the steamer experienced heavy weather.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k," together with the number denoting the section.

SECTIONS.		1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.			
LONDON, via USUAL PORTS OF CALL	HIMALAYA	Brit. str.	—	H. G. Evans, R.N.E.	P. & O. S. N. Co.	On 21st inst., at Noon			
LONDON & ANTWERP	DENBIGHSHIRE	Brit. str.	—	C. H. Watkins, R.N.E.	JARDINE, MATHESON & Co., LD.	About 24th inst.			
LONDON & ANTWERP via HONGKONG, &c.	SHIRAZ	Brit. str.	—	Deinst	P. & O. S. N. Co.	About 25th inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	BRASILIA	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINE	On 9th Jan.			
ROTTERDAM, BREMEN & HAMBURG, &c.	FURST BURELOW	Ger. str.	k. w.	Schröder	HAMBURG-AMERIKA LINE	On 23rd Jan.			
ROTTERDAM, BREMEN & HAMBURG, &c.	LIBERIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINE	On 16th inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	ALBESIA	Ger. str.	k. w.	Buch	HAMBURG-AMERIKA LINE	On 24th inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	SAMBIA	Ger. str.	k. w.	K. Kawara	HAMBURG-AMERIKA LINE	On 11th Jan.			
ROTTERDAM, BREMEN & HAMBURG, &c.	TANGO MARU	Jap. str.	—	Lübeck	HAMBURG-AMERIKA LINE	On 18th inst., at D'light.			
ROTTERDAM, BREMEN & HAMBURG, &c.	SEGOVIA	Ger. str.	k. w.	T. Hamada	OSAKA SHOSHEN KAISHA	On 19th inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	OKCHAY	Jap. str.	—	R. Shimizu	NIPPON YUSEN KAISHA	On 17th inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	TACOMA MARU	Jap. str.	—	J. Kanoo	OSAKA SHOSHEN KAISHA	On 26th inst., at 2 p.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	AWA MARU	Jap. str.	—	J. Bortfeldt	MELCHERS & Co.	On 31st inst., at Noon.			
ROTTERDAM, BREMEN & HAMBURG, &c.	PANAMA MARU	Jap. str.	—	—	SANDER, WILHELM & Co.	On 4th Jan., at 3 p.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	LUZON MARU	Ger. str.	—	—	SANDER, WILHELM & Co.	On 25th inst., at 10 a.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	AFRICA	Aus. str.	—	—	DODWELL & Co., LTD.	On 19th inst., at 5 p.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	PERBIA	Aus. str.	—	—	THE BANK LINE, LIMITED	About 31st inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	ERROLL	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 30th inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	SCUTILL	Am. str.	—	—	DODWELL & Co. LTD.	About 9th Jan.			
ROTTERDAM, BREMEN & HAMBURG, &c.	SWAZI	Am. str.	—	—	CANADIAN PACIFIC R. Co.	About 19th inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	EGGEMONT CASTLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 14th inst., at 7 a.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	MONTAGLO	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 11th Jan., at 7 a.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	EMPEROR OF INDIA	Brit. str.	—	W. W. Greene	PACIFIC MAIL S.S. Co.	On 17th inst., at 1 p.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	MANCHURIA	Am. str.	—	—	YOYO KASEN KAISHA	On 21st inst., at Noon.			
ROTTERDAM, BREMEN & HAMBURG, &c.	CHITO MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 31st inst., at 1 p.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	NILE	Aus. str.	—	—	ARMSTRONG & Co.	On 15th Jan.			
ROTTERDAM, BREMEN & HAMBURG, &c.	OSTON	Swed. str.	—	—	GIBB, LIVINGSTONE & Co.	To-morrow, at Noon.			
ROTTERDAM, BREMEN & HAMBURG, &c.	EMPIRE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 20th inst., at Noon.			
ROTTERDAM, BREMEN & HAMBURG, &c.	KUMANO MARU	Jap. str.	—	—	MELCHERS & Co.	On 28th inst., at 9 a.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	PRINCE WALDEMAR	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 4th Jan., at Noon.			
ROTTERDAM, BREMEN & HAMBURG, &c.	CHANGSHA	Brit. str.	1 m.	—	THE BANK LINE, LIMITED	Beginning of January.			
ROTTERDAM, BREMEN & HAMBURG, &c.	DUTCH	Brit. str.	—	—	TOTO KISEN KAISHA	On 1st Feb., at Noon.			
ROTTERDAM, BREMEN & HAMBURG, &c.	KITO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., LD.	To-day, at Noon.			
ROTTERDAM, BREMEN & HAMBURG, &c.	OKARA	Brit. str.	—	—	SANDER, WILHELM & Co.	About 30th inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	VOYAGER	Aus. str.	—	—	NIPPON YUSEN KAISHA	On 19th inst., at D'light.			
ROTTERDAM, BREMEN & HAMBURG, &c.	MISHIMA MARU	Jap. str.	—	—	MELCHERS & Co.	About 7th Jan.			
ROTTERDAM, BREMEN & HAMBURG, &c.	COLEMAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 18th inst., at Noon.			
ROTTERDAM, BREMEN & HAMBURG, &c.	YAWATA MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch			
ROTTERDAM, BREMEN & HAMBURG, &c.	TUPANAS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	CHINAN	Brit. str.	—	—	MELCHERS & Co.	About 13th inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	KUMANO	Ger. str.	—	—	JARDINE, MATHESON & Co., LD.	On 14th inst., at 1 p.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	KUTSUNG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst., at Noon.			
ROTTERDAM, BREMEN & HAMBURG, &c.	LIHAI	Brit. str.	1 m.	—	P. & O. S. N. Co.	About 14th inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	NOYARA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 16th inst., at 6 p.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	ANAKOBE	Frpn. str.	—	—	JARDINE, MATHESON & Co., LD.	On 17th inst., at Noon.			
ROTTERDAM, BREMEN & HAMBURG, &c.	KWONGHONG	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	On 17th inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	LIENHONG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 18th inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	ARMENIA	Ger. str.	—	—	JARDINE, MATHESON & Co., LD.	About 18th inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	RANGON MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 19th inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	PEMBROKESHIRE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	DEIZA	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	On 5th Jan., at D'light.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAZATA MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.			
ROTTERDAM, BREMEN & HAMBURG, &c.	KOEBER	Am. str.	—	—	OSAKA SHOSHEN KAISHA	On 18th inst., at 10 a.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	TIJIKI	Dut. str.	—	—	OSAKA SHOSHEN KAISHA	To-morrow, at 8 a.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	KAIJO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 15th inst., at 10 a.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	SOSHU MARU	Jap. str.	—	—	DOUGLAS LAFRAIK & Co.	To-morrow, at Daylight.			
ROTTERDAM, BREMEN & HAMBURG, &c.	DAIGO MARU	Jap. str.	—	—	DOUGLAS LAFRAIK & Co.	On 15th inst., at 10 a.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAIRONG	Brit. str.	2 h.	—	DOUGLAS LAFRAIK & Co.	On 17th inst., at D'light.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAIRONG	Brit. str.	2 h.	—	DOUGLAS LAFRAIK & Co.	On 20th inst., at D'light.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAIRONG	Brit. str.	2 h.	—	JARDINE, MATHESON & Co., LD.	On 14th inst., at 2 p.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAIRONG	Brit. str.	2 h.	—	SHEWAN TOMES & Co.	On 17th inst., at 4 p.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAIRONG	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAIRONG	Brit. str.	2 h.	—	JARDINE, MATHESON & Co., LD.	On 21st inst., at 2 p.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAIRONG	Brit. str.	2 h.	—	SHEWAN, TOMES & Co.	On 27th inst., at 4 p.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAIRONG	Brit. str.	2 h.	—	JAVA-CHINA-JAPAN LINE	Quick despatch.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAIRONG	Brit. str.	2 h.	—	NIPPON YUSEN KAISHA	On 23rd inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAIRONG	Brit. str.	2 h.	—	DAVID SARGSON & Co., LTD.	To-day, at 1 p.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAIRONG	Brit. str.	2 h.	—	JARDINE, MATHESON & Co., LD.	On 14th inst., at Noon.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAIRONG	Brit. str.	2 h.	—	NIPPON YUSEN KAISHA	On 14th inst.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAIRONG	Brit. str.	2 h.	—	JARDINE, MATHESON & Co., LD.	On 18th inst., at Noon.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAIRONG	Brit. str.	2 h.	—	JARDINE, MATHESON & Co., LD.	On 19th inst., at 4 p.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAIRONG	Brit. str.	2 h.	—	MELCHERS & Co.	On 22nd inst., at 10 a.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAIRONG	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	On 18th inst., at 9 a.m.			
ROTTERDAM, BREMEN & HAMBURG, &c.	HAIRONG	Brit. str.	2 h.	—	MESSAGERIES MARITIMES	On 18th inst., at 9 a.m.			

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR
 SHANGHAI, KOBE and MOJI "KUTSANG" Saturday, 14th Dec., D'light.
 SINGAPORE, SOERABAYA & SAMARANG "PAUSANG" Saturday, 14th Dec., Noon.
 MANILA "LOONGSANG" Saturday, 14th Dec., 2 p.m.
 SHANGHAI "KWONGSANG" Tuesday, 17th Dec., Noon.
 SHANGHAI "LIENSHING" Tuesday, 17th Dec., Noon.
 SINGAPORE, PENANG & CALCUTTA "YATSHING" Wednesday, 18th Dec., Noon.
 SINGAPORE, PENANG & CALCUTTA "MAUSANG" Thursday, 19th Dec., 4 p.m.
 SANDAKAN "YUENSANG" Saturday, 21st Dec., 2 p.m.
 MANILA

RETURN TOURS TO JAPAN.
 The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 * Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on through Bills of Lading to Yangtze, Ports, Cheloo, Tientsin, Dalay, Weihaiwei, Taigien and Newchwang.
 * Taking Cargo on Through Bills of Lading to Kuant, Lahad, Datu, Simpona, Tawao, Usukan, Jesselton and Labuan.
 Telephone No. 215, Sub. Exch. 4.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
 HONGKONG 12th December, 1912. GENERAL MANAGERS. 115

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
 KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "OKARA," Captain Evans, will be despatched for YOKOHAMA and KOBE on the 12th Dec., at Noon, to be followed on the 19th Dec., by the S.S. "UPADA," taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
 Telephone No. 215, HONGKONG, 12th December, 1912. AGENTS. 129

THE ROYAL MAIL STEAM PACKET COMPANY.

"SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

FOR STRAITS
 SHANGHAI, KOBE & YOKOHAMA "PEMBROKE" About 18th Dec.
 LONDON & ANTWERP "DENBIGHSHIRE" About 24th Dec.
 SHANGHAI, KOBE & YOKOHAMA "CARMARTHENSHIRE" About 14th Jan.
 LONDON, ROTTERDAM & ANTWERP "MONMOUTHSHIRE" About 18th Jan.
 LONDON & ANTWERP "PEMBROKE" About 4th Feb.
 These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
 HONGKONG, 10th December, 1912. AGENTS. 159

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN, N.B. SUBJECT TO ALTERATION.

FOR VANCOUVER.
 From Hongkong. Sat. 14th Dec. "MONTEAGLE"
 "EMPEROR OF INDIA" Sat. 11th Jan.
 "EMPEROR OF JAPAN" Sat. 8th Feb.
 "MONTEAGLE" Sat. 8th Mar.
 From St. John. Fri. 10th Jan. "EMPEROR OF BRITAIN"
 Fri. 7th Feb. "EMPEROR OF IRELAND"

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NOVARA AND YOKOHAMA	About 14th Dec.	Freight and Passage.
SHANGHAI	About 19th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS	21st Dec.	See Special of Call
LONDON and ANTWERP via SINGAPORE, PE NANG, COLOMBO, PORT SAID and MARSEILLES	About 25th Dec.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

H. W. D. SHALLARD,

Acting Superintendent.

Hongkong, 12th December, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 12th Dec., 4 P.M.
SHANGHAI	"LINAN"	On 14th Dec., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 17th Dec., 4 P.M.
HAIPHONG	"SUNGKIANG"	On 22nd Dec., 10 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 12th December, 1912. TELEPHONE 26.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST-Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 13th Dec., at D'light
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 17th Dec., at D'light
"HAITAN"	Capt. J. S. Roach	FRIDAY, 20th Dec., at D'light

FOR **SWATOW** AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SUNDAY, 15th Dec., at 10 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LARRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 11th December 1912.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.MAIL SERVICE TO AUSTRALIA
via MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	13th Dec.	On 13th Dec., Noon
ST. ALBANS	13th Dec.	On 4th Jan., Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.

AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS-GESellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. ARMENIA	17th Dec.
S.S. ALTMARK	27th Dec.
S.S. SILESIA	14th Jan.
S.S. O. J. D. AHIERS	26th Jan.
S.S. SUEVIA	10th Feb.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 7th December, 1912.

TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.**SAN FRANCISCO LINE.**

Operating the THREE TRIPLE SCREW TURBINE Steamers

**CHIYO MARU. SHINYO MARU
TENYO MARU.**

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU,"
INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
CHIYO MARU	W. W. Greene	SATURDAY, 21st Dec., Noon.
NIPPON MARU	A. G. Stevens	SATURDAY, 11th Jan., at Noon.
TENYO MARU	E. Bent	FRIDAY, 17th Jan., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 11th Feb., at Noon.

The S.S. "CHIYO MARU" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 21st December, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE OF SAILING
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 4th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

247

**COMPAGNIE MARITIME
INDO-CHINOISE.**

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

FAST LINE.

FORTNIGHTLY.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1st and 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 18th Dec., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

(REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.Connecting at TACOMA and SEATTLE with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leave
"TACOMA MARU"	T. Hamada	THURSDAY, 26th Dec., at 2 P.M.
"PANAMA MARU"	J. Kanoo	SATURDAY, 4th Jan., at 2 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 23rd Jan., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 5th Feb., at 2 P.M.
"CHICAGO MARU"	I. Goto	THURSDAY, 20th Feb., at 2 P.M.
"CANADA MARU"	K. Hori	WEDNESDAY, 5th Mar., at 2 P.M.

Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA
Calling at SHANGHAI, MOJI
Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Bill, Treasure and Parcels. Special attention given toward Express connection.

**SOUTH CHINA COAST AND
FORMOSA SERVICE.**

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAJO MARU"	Y. Yamamoto	WEDNESDAY, 18th Dec., at 10 A.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIGO MARU"	Y. Homokawa	SUNDAY, 15th Dec., at 10 A.M.
"DAIJI MARU"	T. Fuchigami	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	FRIDAY, 13th Dec., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER

Second Floor, No. 1, Queen's Building.

778-7

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMEWARD PASSENGER SEASON 1913.**MARSEILLES AND LONDON**

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)	
Steamer	Tons	Steamer	Tons		
NOON, SATURDAY		SATURDAY		FRIDAY	
INDIA	8000	MOOLTAN ..	10000	Feb. 15	Feb. 21
ASSAYE	7500	MALJOJA	12500	Mar. 1	Mar. 7
HIMALAYA ..	7000	MOREA	11000	Mar. 15	Mar. 21
DEVANHA ...	8000	MARMORA ...	10500	Mar. 29	April
DELTA	8000	MEDINA	12500	April 12	April 18
INDIA	8000	Through Steamer		April 26	May 2
ASSAYE	7500	MONGOLTA ..	10000	May 10	May 16
DEVANHA ...	8000	MACEDONIA	10500	May 24	May 30
CHINA	8000	MALWA	11000	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.8 SINGLE, £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

1st SALOON

STEAMERS	Tons	Leave HONGKONG	Due MARSEILLES	Due LONDON
NOVARA	7000	January 22	February 23	March 5
SUNDA	7000	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NORE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd £38.10 SINGLE, £57.4 RETURN.

For further Particulars, apply to—

H. W. D. SHALLARD,

Acting Superintendent.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	TANGO MARU Capt. K. Kawara	13,500	WEDNESDAY, 18th Dec., at Daylight.
	KAMO MARU Capt. F. L. Sommer	16,000	WEDNESDAY, 1st Jan., at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. E. Shimizu	12,500	TUESDAY, 31st Dec., at Noon.
	SADO MARU Capt. Anakawa	12,500	TUESDAY, 14th Jan., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	9,300	FRIDAY, 20th Dec., at Noon.
	YAWATA MARU Capt. T. Sekine	7,000	WEDNESDAY, 15th Jan., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	KIRIN MARU Capt. M. Deguchi	5,000	SATURDAY, 14th Dec.
BOMBAY via SINGAPORE and COLOMBO	WAKASA MARU Capt. N. Nielsen	12,000	MONDAY, 23rd Dec.
KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moss	16,000	THURSDAY, 19th Dec., at D'light
SHANGHAI, MOJI and KOBE	RANGOON MARU Capt. Kamoshita	17,000	WEDNESDAY, 18th Dec.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	7,000	WEDNESDAY, 18th Dec., at Noon.
SHANGHAI, KOBE and YOKOHAMA	HAKATA MARU Capt. H. Nomura	12,500	MONDAY, 23rd Dec.

Fitted with New System of Wireless Telegraphy.

Cargo only

1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMER	Tons	DISPLACEMENT	LEAVING HONGKONG
MISHIMA MARU	16,000	16,000	29th January
KAGA	12,500	12,500	12th February
ATSUTA	16,000	16,000	26th February
HIRASAKI	13,000	13,000	12th March
MIYASAKI	16,000	16,000	26th March
KITANO	16,000	16,000	9th April
IYO	12,500	12,500	23rd April
HIBANO	16,000	16,000	7th May
TANGO	13,500	13,500	21st May

FOR AMERICA.

STEAMER	Tons	DISPLACEMENT	LEAVING HONGKONG
INABA MARU	12,500	12,500	11th February
SHIDZUOKA	12,500	12,500	25th February
TANBA	12,500	12,500	11th March
AWA	12,500	12,500	25th March
SADO	12,500	12,500	4th April
YOKOHAMA	12,500	12,500	22nd April
INABA	12,500	12,500	6th May
SHIDZUOKA	12,500	12,500	20th May

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1241.

112-113-625

HUGO C. A. FROMM.

SLEIPNER

THE WELL-KNOWN GERMAN CIGARETTE

80 Cents

a tin of 25 pieces.

G. PRIEN,

HONGKONG HOTEL.

Hongkong, 9th December, 1912.

SCHWABINGER BEER.

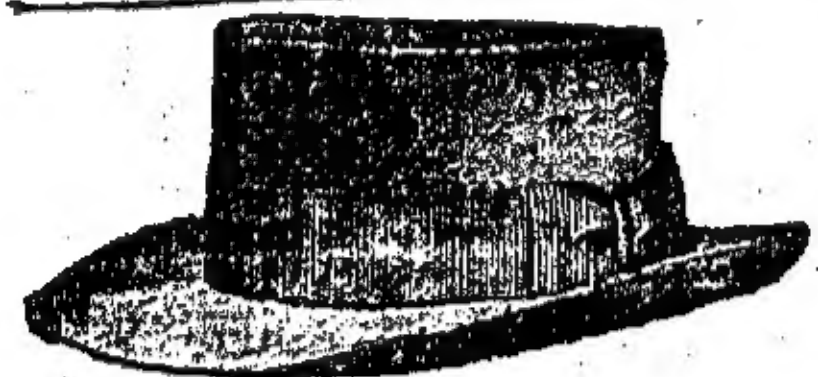
GENUINE MUNICH BEER.

JUST TRY IT
AT THE

GRAND HOTEL'S BAR!

Hongkong, 8th December, 1912.

FELT-HATS

of the BERLIN GUBENER
HUTFABRIK, GUBEN,
(GERMANY).

Are very much appreciated and well-known.

Stock CARGO Kept.

SAMPLES may be seen at:

4, QUEEN'S BUILDINGS, HONGKONG.

Hongkong, 9th December, 1912.

POST OFFICE NOTICE

The Yushan is expected to arrive here to-morrow, with the London Mail (via Siberia) of Saturday, the 23rd ultimo.

The Kleist, with the German Mail, left Singapore on Sunday, the 8th inst., at 8 a.m., and may be expected to arrive here to-morrow.

FOR	PER	DATE
Kutchinow and Seattle	Lord Derby	Thursday, 12th, 9.00 A.M.
Hongkong	Tungshing	Thursday, 12th, 9.00 A.M.
Swatow and Blam	Drufar	Thursday, 12th, 10.00 A.M.
Shanghai, North China, Japan via Kobe	Ceylon Maru	Thursday, 12th, 11.00 A.M.
Swatow	Kohshing	Thursday, 12th, 11.00 A.M.
Straits, and India via Calcutta	Japan	Thursday, 12th, 11.00 A.M.
Japan and Yokohama	Okura	Thursday, 12th, 11.00 A.M.
Macao	Sui Tai	Thursday, 12th, 1.15 P.M.
Shanghai and North China	Chenau	Thursday, 12th, 3.00 P.M.
Swatow, Amoy, and Formosa via Amoy	Sooka Maru	Thursday, 12th, 5.00 P.M.
Swatow, Amoy and Foochow	Hoyang	Thursday, 12th, 5.00 P.M.
Pakhoi and Haiphong	Mathilde	Friday, 13th, 8.00 A.M.
Philippine Islands, Timor, Australia, Tasmania and New Zealand via Port Darwin	Empire	Friday, 13th, 10.00 A.M.
Macao	Sui Tai	Friday, 13th, 1.15 P.M.
SHANGHAI, NORTH CHINA and JAPAN via KORE	Kleis	Friday, 13th, 4.00 P.M.
(EUROPE VIA SIBERIA)		
Shanghai, North China, and Japan via Kobe	Kutsang	Friday, 13th, 5.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN via MOU, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA)	Monteagle	Registration, 14th, 5.00 P.M. Registration, 14th, 5.00 P.M. B.O. 14th, 4.00 P.M. Letters, 14th, 6.00 P.M.
Singapore, Sourabaya, and Samarang	Pangang	Saturday, 14th, 11.00 A.M.
Batavia, Sourabaya, Sourabaya and Macassar	Typhoon	Saturday, 14th, NOON
Japan via Yokohama	Typhoon	Saturday, 14th, NOON
Philippine Islands	Loongang	Saturday, 14th, 1.00 P.M.
Macao	Sui Tai	Saturday, 14th, 1.15 P.M.
Shanghai and North China	Lenan	Sunday, 15th, 9.00 A.M.
Swatow, Amoy, and Formosa via Tamsui	Daigai Maru	Sunday, 15th, 9.00 A.M.
Swatow	Haimun	Sunday, 15th, 9.00 A.M.
Macao	Sui Tai	Monday, 16th, 1.15 P.M.
Swatow, Amoy and Foochow	Hatching	Monday, 16th, 5.00 P.M.
Shanghai and North China	Lexshing	Tuesday, 17th, 10.00 A.M.
Shanghai and North China	Kwongang	Tuesday, 17th, 10.00 A.M.
SAIGON, STRAITS, CANTON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via BRINDISI (Late Letter 11.00 to NOON, Extra Postage 10 cents)	Ernest Simons	Tuesday, 17th, 10.00 A.M. Registration, 17th, 10.15 A.M. Registration with late fee of 10 cents, up to 11.00 A.M. Registration, 17th, 9.30 A.M. Letters, 17th, 11.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES and SOUTH AMERICA via SAN FRANCISCO (EUROPE VIA SIBERIA)	Manchuria	Tuesday, 17th, 10.00 A.M. Registration, 17th, 10.15 A.M. Registration with late fee of 10 cents, up to 11.00 A.M. Registration, 17th, 9.30 A.M. Letters, 17th, 11.00 A.M.
Philippine Islands	Taming	Tuesday, 17th, 3.00 P.M.
Philippine Islands	Rubi	Tuesday, 17th, 3.00 P.M.
Straits and India via Calcutta	Yatsing	Wednesday, 18th, 11.00 A.M.
Swatow	Mausang	Thursday, 19th, 3.00 P.M.
Swatow, Amoy and Foochow	Haitan	Thursday, 19th, 5.00 P.M.
SAIGON, BURMAH, CANTON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via BRINDISI (Late Letter 11.00 to NOON, Extra Postage 10 cents)	Himalaya	Saturday, 21st, 10.00 A.M. Registration, 21st, 10.15 A.M. Registration with late fee of 10 cents, up to 11.00 A.M. Registration, 21st, 9.30 A.M. Letters, 21st, 11.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES and SOUTH AMERICA via SAN FRANCISCO (EUROPE VIA SIBERIA)	Sungliang	Sunday, 22nd, 9.00 A.M. Registration, 22nd, 9.30 A.M. Registration with late fee of 10 cents, up to 11.00 A.M. Registration, 22nd, 9.30 A.M. Letters, 22nd, 11.00 A.M.
SAIGON, BURMAH, CANTON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via BRINDISI (Late Letter 11.00 to NOON, Extra Postage 10 cents)	Lutou	Sunday, 22nd, 9.00 A.M. Registration, 22nd, 9.30 A.M. Registration with late fee of 10 cents, up to 11.00 A.M. Registration, 22nd, 9.30 A.M. Letters, 22nd, 11.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS

December 11th

ON LONDON —	
Telegraphic Transfer	2.15
Bank Bills, on demand	2.1
Bank Bills, at 30 days sight	2.1
Bank Bills, at 4 months sight	2.1
Credits, at 4 months' sight	2.1
Documentary Bills 4 months' sight/1/16	
ON PARIS —	
Bank Bills, on demand	2.13
Credits, at 4 months' sight	2.8
ON GERMANY —	
On demand	213
ON NEW YORK —	
Bank Bills, on demand	50 1/2
Credits, at 60 days' sight	51 1/2
ON BOMBAY —	
Telegraphic Transfer	154 1/2
Bank, on demand	154 1/2
ON CALCUTTA —	
Telegraphic Transfer	154 1/2
Bank, on demand	154 1/2
ON SHANGHAI —	
Bank, at sight	71 1/2
Private, 30 days' sight	72 1/2
ON YOKOHAMA — On demand	101
ON MANILA — On demand — Pesos	102
ON SINGAPORE — On demand	88 1/2
ON ALIBORO — On demand	125
ON SAIGON — On demand	1. 7/8 p.m.
ON BANGKOK — On demand	73 1/2
SOVEREIGNS, Bank's Buying Rate	\$9.55
GOLD LEAF, 100 fine, per tola	150.42
BAR SILVER, per oz.	19.1

SUBSIDIARY COINS.

Chinese	20 cents pieces	85.45 discount
Chinese	10	86.50
Hongkong	20	84.00
Hongkong	10	86.05

MAILS VIA SIBERIA.

London	Due
Shanghai	Shanghai
November 23rd.	December 9th.

SHARE LIST.—QUOTATIONS.

HONGKONG, 11TH DECEMBER, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$812.1, buyers
China Bank, Limited	60,000	\$12	all	\$84.10/-
China Light and Power Company, Limited	50,000	\$1	all	\$9.1, buyers
China Provident Loan and Mortgage Co., Ltd.	200,000	\$10	all	\$2.10, buyers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 130
Hongkong Cotton Spinning Co., Ltd.	125,000	\$110	all	\$7.1
Dairy Farm Company, Limited	40,000	\$7.1	all	\$2.1, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$7.1
Hongkong and Whampoa Dock Co., Ltd.	60,000	\$50	all	\$5.1, buyers
New Amoy Dock Co., Limited	10,000	\$6.1	all	\$6.1
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 48, buyers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 103
Green Island Cement Co., Limited	400,000	\$10	all	\$4.1, sellers
Hongkong Electric Co., Limited	60,000	\$10	all	\$25, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$115, buyers
Manila Metropolitan Hotel Limited	8,000	Pa. 10	all	\$7.1
Hongkong Ice Company, Limited	15,000	\$25	all	\$200
Hongkong Rope Manufacturing Co., Limited	5,000	\$10	all	\$18.1, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$2, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$260, sales
China Fire Insurance Co., Limited	20,000	\$100	all	\$146, buyers
China Traders Insurance Co., Limited	24,000	\$33.33	all	\$25
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$373, buyers
North China Insurance Co., Limited	10,000	\$15	all	Tls. 132
Union Insurance Society, Limited	12,400	\$250	all	\$820, sellers
Yangtze Insurance Association, Limited	12,000	\$100	all	\$190 @ Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$105
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$8.40, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$35
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 90
West Point Building Co., Limited	12,500	\$50	all	\$57, buyers
Matschappij tot Mijn. Bosch- en Landbouw exploitatie in Langkat	25,000	Gld. 10	all	Tls. 72, sal. & buy
MIXING.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	35/-, sales
Tromoh Mines, Limited	160,000	\$1	all	72/-, buyers
Hoswood Tin and Rubber Estate, Ltd.	322,000	\$1	all	\$4, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$11.1, buyers
Peak Tramways Co., Limited	25,000	\$1	all	\$1
Philippine Co., Limited	75,000	\$10	all	\$5
RAPINE.—				
China Sugar Refining Co., Limited	20,000	\$10	all	\$102, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$34, buyers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$8, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$31, buyers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$22, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	\$25	all	\$1.1, sal.
Shall Transport & Trading Co., Limited	50,000 def.	\$1	all	\$127, sellers
Star Ferry Company, Limited	25,000	\$10	all	\$39
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$4, buyers
BROKERS AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$8.1, buyers
Watkins, Limited	10,000	\$10	all	\$3.1, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5.90, sal. & buy
Weissmann, Limited	3,000	\$10	all	\$17, buyers
Gande, Price & Co., Ltd.	50,000	\$10	all	\$6, sales
Societe des Papiers et Papeteries du Tonkin	13,000	\$50	all	\$30, sellers
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$37, sellers
Union Waterboat Co., Limited	100,000	\$10	all	\$300
Hongkong Tramway Co., Ltd.	325,000	5/-	all	5/-
ROYALS.—				
Para Rubber in London				4/6 per lb., done.
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
VERNON & SYMTH, Share Brokers				
TO-NIGHT				
9.15 P.M.—Bijon Scenic Theatre.				
FORTHCOMING EVENTS.				
Friday, 13th Dec.—				
9.15 P.M.—A Grand Variety Entertainment—				
"The Bostwain's Mate," at Theatre Royal.				
Saturday, 14th Dec.—				
9.15 P.M.—A Grand Variety Entertainment—				
"The Bostwain's Mate," at Theatre Royal.				
Saturday and Sunday, 14th and 15th Dec.—				
4 P.M.—A Grand Variety Entertainment at Shatin.				
Tuesday, 17th Dec.—				
9 P.M.—Performance by Local Amateurs of				
Oscar Wilde's "An Ideal Husband,"				
at the Theatre Royal.				
Thursday, 19th Dec.—				
9 P.M.—Performance by Local Amateurs of				
Oscar Wilde's "An Ideal Husband,"				
at the Theatre Royal.				
Saturday, 21st Dec.—				
9 P.M.—Performance by Local Amateurs of				
Oscar Wilde's "An Ideal Husband,"				
at the Theatre Royal.				

"Embassy"

No. 77.

VIRGINIA
CIGARETTES

ARE TEMPTING.

HAND

MADE

W.D. & H.O. WILLS,
BRISTOL & LONDON.A
NEW
SHIPMENT25^s and 50^s

AIR-TIGHT TINS

HAS

JUST
ARRIVED.

[29]

ABSOLUTE PURITY
NO BACTERIA
NO TYPHOID

MILKMAID BRAND
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